

VOLUME 15

**BOROUGH/TOWN/COMMUNITY COUNCILLORS
CONSULTATION RESPONSES**

Title: Do you have any comments to make on the key issues and drivers, vision and objectives of the Deposit Replacement Local Development Plan?

ID	Comment	Summary of changes being sought/proposed	Council response
47	<p>In so far as the plan is concerned with Porthcawl it focusses mainly on 'regeneration' of two areas Salt Lake and Sandy Bay. Salt Lake observations The plan for this area as emerging does appear on the face of it very 'high level' information as currently available to contribute to the four strategic objectives attributed to this section. The inclusion and siting of a proposed bus service and allocation of land to attract a hotel and the proposals for housing with retail and some office space beneath will work well with the Town and is likely to blend in well. I, along with other Porthcawl County Borough members have more recently had the benefit of briefings and discussions with senior officers of the Authority and most recently have taken part in the 'placemaking' consultation being conducted by external consultants. Although many of my constituents continue to be opposed to the latest plans that in my view is more to do with lack of meaningful consultation along the way to spread awareness. Caveats 1) It should be noted that the Authority has spent huge sums of money on earlier plans for this area which involved a sell-all supermarket and petrol station replacing Hillsboro car park, removal of the Portway, an arterial road to the sea front and commercial development of circa 620 houses on the land housing across all of Salt Lake car park and the Esplanade. 2) Only following very strong objections from residents and business were those proposals replaced with what is now proposed. It is regretted that the Authority went to significant lengths to 'impose' the earlier plans over the heads of the communities wishes. 3) It should be noted that it has taken 13 years from 2008 to get just the Foodstore agreed so any reliance on housing delivery timescale either here or on Sandy Bay in terms of Welsh Government 'new housing targets' should take full account of extended timescales.</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront.</p>	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p>

<p>Whilst BCBC has had complete control over the Salt Lake land since February 2018 a spade has yet to be in the ground. Therefore, the timescales noted in the RLDP consultation document are well off the mark in terms of contribution to the housing target and unlikely to be built and lived in before late 2025. 4) Car parking and highways comments are mentioned under later questions. Sandy Bay BCBC announced in the press in Porthcawl in 2008 that an agreement had been signed between the Authority and Porthcawl Fun Fair Sites Ltd (PFSL) to jointly deliver a housing led development on Sandy Bay (and Salt Lake) within a commercial agreement. The limited public information about the Sandy Bay element that has been available over the ensuing 13 years is that the development will bring forward between 900 and 1100 houses, a Welsh medium Feeder School, an area of open space (subject to PFSL having exclusive use for 141 days per year for a travelling fair), in-housing play areas, a new promenade and exclusive rights for PFSL to operate retail outlets along the new promenade. This proposal to urbanise this last area of public access land which has been designated and used for tourism and leisure for over 100 years has been resisted by the residents since the 2008 announcement and continues to be so. Therefore, the inclusion of this area for 'new housing target' within the RLDP could be considered unrealistic in terms of timescale unless there is a radical re-think in terms of a significant reduction in housing units and it becomes a leisure and tourism led project together with some housing.</p>		<p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p> <p>With regards to timescales, the Housing Trajectory (See Appendix 1 of Deposit Plan), summarises annual phasing information for all allocated sites with the Plan, whilst also identifying how they will be delivered in order to determine the expected rate of housing delivery for both market and affordable dwellings. This will enable effective monitoring of the Plan and demonstrate that a deliverable housing land supply is maintainable throughout the entirety of the Plan period. In terms of Porthcawl Waterfront, whilst the site has had setbacks in the past, there is confidence that the site will be able to come forward as set out in the housing trajectory.</p>
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51	The word enhance is very subjective. No mention of creating new natural spaces.	Concerns in relation to new natural spaces.	<p>Comment noted. The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
520	Unworkable and not beneficial to Porthcawl. In fact, the regeneration has the potential to irreparably damage Porthcawl. The loss of 1,500 parking spaces on Salt Lake and the addition of 1,350 new homes will add to the problems here and drive away visitors.	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / parking	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p>

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1040	SOBJ4: Insufficient account has been paid to the value of the highly regarded and nationally recognised Merthyr Mawr Area and the negative impact that developments at Island Farm and Craig-Y-Parcau would have on it SOBJ1. The placing of both developments on the wrong side of the A48 would contrary to aims of placemaking as the road would present a significant barrier and danger to residents	Concerns regarding Merthyr Mawr in addition to Strategic Allocation PLA2: Land South of Bridgend (Island Farm) & Housing Allocation	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County</p>

		COM1(2): Craig y Parcau	<p>Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate sites PS.1 Island Farm & PS.2 Craig y Parcau were considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p>
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			<p>LVIA will be required to inform and accompany further masterplanning work (as part of a future planning application). This more detailed assessment will include finer details relating to roofscapes and landscaping.</p> <p>The land surrounding Merthyr Mawr is recognised within the Replacement LDP and is very much protected by various designations and policies (see Appendix 25 – Special Landscape Designations and Appendix 26 – Landscape Character Assessment). As highlighted by Policy SP17 the historic landscape of Merthyr Mawr Warren is a National Nature Reserve. These are protected under the Wildlife and Countryside Act 1981, as amended by the Countryside and Rights of Way (CROW) Act 2000, the Natural Environment and Rural Communities (NERC) Act 2006 and the Environment (Wales) Act 2016. Policy SP17 specifically seeks to protect statutorily designated sites of national importance and any development proposal which affects such sites will be subject to special scrutiny to establish any potential or indirect effects. The onus will be firmly placed on any potential developer and/or owner to clearly demonstrate the case for the site's development, and why development should not be located elsewhere on a site of less significance to nature conservation. Sensitive design in conjunction with appropriate planning conditions and/or planning obligations/agreements will be pursued by the local planning authority with a view to overcoming potential adverse impacts on the environmental resource, and to ensure protection and enhancement of a site's nature conservation interest.</p> <p>Merthyr Mawr Warren is also designated as a Special Landscape Area (See Policy DNP4 and Appendix 25 – Special Landscape Designations), in recognition of the surrounding character and quality of the landscape. Policy DNP4 protects such designations from inappropriate development. In order to be acceptable, wherever possible, development within a SLA should retain and enhance the positive attributes of its landscape and seek to remove or mitigate any negative influences. In order to achieve this, the design, scale and location of development should respect the special landscape context. In particular, design should reflect the building traditions of the locality in its form, materials and details and aim to assimilate the development into the wider landscape.</p> <p>Merthyr Mawr Village is also designated as a Conservation Area in recognition of the area's special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. In considering development proposals, the Council will seek to resist new development or the demolition of existing buildings unless it would preserve or enhance the character and appearance of the conservation area. (See Policy DNP11).</p>
1233	Fully support SOBJ1, SOBJ2, SOBJ3 & SOBJ4... but in addition, and within these objectives, agriculture should take priority as the land use for the agricultural land in the county borough	In support of strategic objectives SOBJ1, SOBJ2, SOBJ3 & SOBJ4. Concern for agricultural land use.	<p>Comment /Support noted. The replacement Plan in its strategic objective (SOBJ3), commits to develop a strong rural economy to support sustainable and vibrant rural communities, recognising the role of leisure and tourism. In terms of rural economy, the policies within the Deposit Plan supports local employment opportunities in rural settlements, in line with the National Planning Policy and guidance. The plan encourages appropriate small-scale sustainable enterprises within the settlement boundaries and diversification of the rural economy away from the focus on agriculture, outside the settlement area in the open countryside.</p> <p>Furthermore, Policy ENT 4 on rural economy, encourages new applications for expansion and relocation of firms outside of the settlement boundaries, under set conditions and ensuring that it is in accordance with the policy requirements to conserve and enhance the quality of the countryside setting.</p>
520	The LDP will contradict SOBJ2, SOBJ3 and SOBJ4 in relation to Porthcawl. Adding thousands of extra homes to the community of Porthcawl will not enhance our town in any way, shape or form. Without a vastly improved road system, Porthcawl will only attract those who enjoy driving around trying to find a parking space.	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / parking	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p>

			<p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>In terms of transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore, Policy PLA1 will require development to include a new roundabout and link road to enable access to the Sandy Bay development parcels. Highway improvements will also be required to ensure that the principal point of vehicular access for a foodstore is off the Portway roundabout. Off-site highway improvements will also be required of which they must have regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car park enabling more ground floor space to be given over to public realm and development.</p>
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520	<p>Para 1d states admirably 'Porthcawl, in its pivotal position on the Swansea Bay waterfront, should maintain and enhance its role as a vibrant and distinctive tourism and leisure destination'. But how can building on the town's largest car park 'maintain or enhance' Porthcawl as a visitor and tourist destination ?</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / parking.</p>	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p>

			<p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children’s play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p>
107	None of the key issues of the Deposit Replacement LDP take into account the impact on neighbouring communities in the Vale of Glamorgan	No changes – concern over impact on Vale of Glamorgan	Comments noted. The Vale of Glamorgan Council have been consulted at all stages of the Replacement LDP preparation.

1020	It is very clear that the draft LDP has been designed to provide overspill housing for other areas. Particularly Cardiff. It proposes to create homes for approximately twice as many people as jobs	No changes – concern over out-commuting	<p>Comments noted. The rationale behind the Growth Strategy of the Replacement LDP is to achieve the exact opposite of the representor’s comments. The planned level of housing growth is neither constrained in a manner that could frustrate economic development or promoted in such a way as to encourage inward commuting</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence-based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth.</p> <p>Over 30% of the County Borough’s population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace-based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.</p> <p>The projected increase in the working age population and the linked dwelling requirement underpinning this LDP will provide significant scope for residents to live and work in the area, supporting growth of up to 500 jobs per annum. The planned level of housing growth is neither constrained in a manner that could frustrate economic development or promoted in such a way as to encourage inward commuting. Rather, the underlying projection promotes sustainable forms of growth that will help minimise the need for out-commuting and promote more self-contained, inter-connected communities in accordance with the LDP Vision. This level of growth is considered most conducive to achieving an equilibrium between the number of homes provided and the job opportunities expected; a balance that is required by PPW.</p>
121	Members of Coychurch Higher Community Council have several concerns in relation to the key issues and drivers, vision and objectives of the Deposit Replacement Local Development Plan. Whilst they agree with the strategic objectives in principle, there is concern as to the timescales. For example, building houses estates in the county is all very well, but schools and health facilities need to be in place in readiness for an increased population.	No changes – concern over timing of infrastructure provision	<p>Comments noted.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37) which provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing / employment uses within the plan period could not proceed. Such infrastructure includes on site education provision, health facilities, environmental management, transport improvements, affordable housing, community facilities and improvements to utility infrastructure. The timing of provision of such measures will be secured through the use of Section 106 Agreements and planning conditions and determined at the planning application stage.</p>
71	All good if it's carried through as promised. Too often section 106 money is spent elsewhere	All good if what is promised is delivered	Comments noted.
69	The Deposit Replacement Local Development Plan (LDP) notes that Pencoed is a settlement for the logical expansion of under-utilised sites and is a sustainable growth area. The town has been identified as a sustainable growth area	Comments regarding Strategic Allocation PLA4: Land East of Pencoed, amenities and	Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most

<p>based on accessibility, amenities and employment opportunities. The land east of Pencoed has been identified as a location for 770 residential units including affordable housing; a new 1.5 form entry primary school and nursery facility; outdoor recreational facilities as well as active travel routes and community facilities. It will be essential that Pencoed Town Centre undergoes significant regeneration with sufficient amenities and facilities to accommodate an increase in population. Concerns were also expressed by residents about whether or not Pencoed has sufficient capacity at healthcare facilities such as GPs and Dental Surgeries to accommodate an increase in population? Furthermore, it is regrettable that there hasn't been a decision made on whether or not the new primary school will be an English or Welsh language medium school. I would encourage a preference for a Welsh language medium primary school which would resolve issues relating to access to Welsh language education in the east of the County Borough and this would also alleviate potential pressure and capacity issues on English language medium secondary education at Pencoed Comprehensive School if there is to be a significant influx in the population. With regards to the comments on the moratorium on development to the West of the railway crossing, it is suggested in the Draft LDP that this moratorium would remain in place and that there would be no increase in net vehicular movements to the West of Pencoed. However, there is an ambition to close the railway crossing and replace the existing Penprysg Road Bridge. A significant majority of residents have expressed the view that the moratorium on development in the existing Hendre ward of Pencoed should remain in place for the plan period regardless of whether or not the Penprysg Road Bridge is replaced. Furthermore, residents were keen on ensuring that the congestion issues which currently exist in the town centre are not simply moved to another location in Pencoed and that the bottleneck on Hendre</p>	<p>facilities within Pencoed, health care facilities, primary school, Moratorium & trains platform edge</p>	<p>appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 219.C1 was considered as appropriate for allocation.</p> <p>As part of the proposed allocation of Land East of Pencoed, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA4 – Page 75). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new 1.5 form entry primary school, recreation facilities, public open space, plus appropriate community facilities and commercial uses.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced. The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>In terms of health, the Council has also been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide</p>
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	<p>Road due to the narrowing of the road doesn't cause further issues. It is therefore suggested that Hendre Road is widened in an appropriate location. When the railway crossing is closed, resolving the separation of the community of Pencoed, consideration should also be given to how the platforms for train travel can be improved to resolve the current issue whereby there is a huge gap between trains and the platform edge. However, in broad terms, I welcome the suggestion that Pencoed railway crossing is closed and a new Penprysg Road Bridge is constructed. I believe that it will offer an opportunity for community regeneration around the Cenotaph which would be a welcome development, creating a focal point for the town and encourage commercial investment in the town centre. I welcome proposals to expand the Park & Ride facility which would encourage travel via public transport but there were comments from residents that the bus network ought to be improved so it is a welcome development that there is a commitment in the LDP to improve the existing bus network. Finally, I welcome the LDP proposals for the provision of a natural greenspace at Heol Wastad-Waun and the proposals for 24 units at the site of the former RAOB Club in Pencoed.</p>		<p>comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations with the Deposit Plan progress.</p> <p>In relation to education, should PLA4: Land East of Pencoed development be adopted within the new Local Development Plan, a decision on language type for the primary provision (ie whether the school is Welsh or English-medium) would be undertaken in due course.</p> <p>In terms of the moratorium, Background Paper 16: Development West of the Railway Line, Pencoed, makes use of several recent studies focussed on the highway network in Pencoed to determine the requirement for the existing moratorium on development, as prescribed by Policy PLA6 in the Bridgend Local Development Plan, to be retained in the emerging replacement Local Development Plan 2018 to 2033. It has been identified that significant assessment has been undertaken into developing a solution which is likely to require major interventions to include the closure of the Hendre Road level crossing as well as a replacement Penprysg Road bridge with significantly improved capacity and active travel infrastructure. However, the available solutions are subject to many constraints which would need to be overcome through further assessment and design and will require collaboration of several statutory undertakers. There are also restrictions in terms of funding, with no existing guarantees that the required costs for major intervention can be met over the replacement plan period. It is therefore concluded that the existing development moratorium in Pencoed should be retained within the revised Local Development Plan 2018-2033 until a suitable transport intervention materialises.</p> <p>In terms of the train's platform edge, such suggestions are beyond the scope of the LDP, and will require the involvement of other internal and external departments to deliver. The Council is currently carrying out an initial public consultation on the Pencoed level crossing and Penprysg road bridge, of which will allow members of the public and other stakeholders to voice their views and/or concerns.</p> <p>Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough (such as Pencoed District Centre) as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve.</p> <p>As part of the technical supporting evidence base the Council have prepared a Retail Study (See Appendix 16) of which sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform policies and site allocations. Additionally, the Council have also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The 2019 Retail Study already identified a shift in commuter spending habits and online shopping, which the pandemic has accelerated. The LDP recognises that high streets will continue to change especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p>
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Title: Do you have any comments to make on the growth strategy?			
ID	Comment	Summary of changes being sought/proposed	Council response
47	<p>The development of Salt Lake and surrounding area as proposed will in my view offer growth opportunities with positive consequences not readily apparent. For example, the improvements planned to Hillsboro and Dock Street car parks will increase capacity and current lack of maintenance, improve visual appearance and embrace the newer Salt Lake development. The Authority has the opportunity to ensure that the new smaller undercroft style retail and café etc in the new development are set at realistic rents and with flexible leases. Traders in the current retail areas of John Street, Lias Road and Well Street suffer from excessive demands on the part of Landlords demanding excessive rents and inflexible leases. The Chamber of Trade notes that the only way some traders have managed to terminate their lease has been to put the business into bankruptcy. Devising a modern car parking strategy fit for the period of this RLDP must be an integral part as it is both a barrier and an enabler for progress with the key drivers in the draft plan. The pressing need for a Porthcawl car parking strategy keeps getting the 'nod' from BCBC politicians but little is done about it. Anecdotally Porthcawl contributes circa £0.75m per annum through car parking charges and our car parks have been full in January. It is difficult to be in any way positive about the inclusion of Sandy Bay within the RLDP as a contributor to growth in either economic or social terms until such time as proposals are changed from being 'land sale receipts' focussed. It is almost certain that the new housing proposed for Salt Lake in terms of contributing to the 'new housing target' will be impacted upon by its location as a sea view development. To illustrate this through recent developments, The Links at Rest</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront</p>	<p>Comments noted. It is beyond the scope of the LDP to control and set business rent and leases.</p> <p>The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p>

	<p>Bay (formally the Rest Home) man sales thus far have been taken up by speculators as an investment, holiday let companies and individuals and as holiday homes, the Jennings marketed as work-live studios has a number of holiday lets and bolt holes for some Cardiff residents. The 'Links' at entrance to Locks Lane are majority owned by absent landlords and owners. Serviced accommodation is being replaced with self-catering holiday lets and homes.</p>		<p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>The authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of public transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p> <p>In terms of the proposed sea view development on Salt Lake, it is beyond the scope of the LDP to control the future occupants of the proposed residential development.</p>
51	<p>No real detail. Easier to do in areas that have opportunities to expand. Valleys communities are majority aging population, no real strategy or information about how there will be skill attraction to these areas.</p>	<p>Concerns in relation to growth strategy and skill attraction in valley areas.</p>	<p>Comment noted. The Ogmore and Garw Valleys are identified as Local Settlements. Therefore, whilst these areas will not be earmarked to accommodate significant growth, the Replacement LDP seeks to create sustainable communities linked to wider opportunities in a manner that protects their high quality environment. It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high quality environments.</p> <p>The Strategy recognises the need to deliver wider regenerative benefits to Valleys communities at a scale which acknowledges their infrastructure capacity, topography and geographical constraints. Therefore, Maesteg and the Llynfi Valley is allocated as a Regeneration Growth Area, reflecting the fact that it demonstrates the largest capacity to accommodate regeneration-led growth within the Valleys communities. There are individual sites (See Policy COM1(R1-R3)) within this area that already have the benefit of planning permission or are the subject of development briefs or master planning exercises to facilitate their delivery and regeneration. A substantial number of these sites are also brownfield or are under-utilised, whilst also being aligned to transport hubs, thereby demonstrating high credentials in terms of sustainable development and placemaking. However, it is acknowledged that some will require longer lead-in times, preparatory remediation-based enabling works and more detailed strategies to facilitate delivery.</p>
573	<p>There is an underlying assumption that housebuilding contributes to economic development. This is a mistaken</p>	<p>There is a danger that this plan will</p>	<p>As detailed within the Employment Background Paper, the Replacement LDP evidence base has evaluated a comprehensive range of growth options and analysed the link between different levels of population change and the size and profile of the resultant resident labour force. This has ensured development of a Growth Strategy that is most</p>

	assumption. There is a a danger that this plan will create dormitory areas for commuters whose employment will be in Cardiff or Swansea rather than Bridgend.	create dormitory areas for commuters whose employment will be in Cardiff or Swansea rather than Bridgend	appropriate to achieve an equilibrium between the number of economically active people remaining within and moving into the County Borough plus the number of employers relocating and/or expanding within the same vicinity. One of the key aims of the Plan is to minimise the need for out-commuting. The relationship between housing growth and employment provision has been very carefully considered to this end. Therefore, the Deposit LDP does not seek to transform Bridgend County Borough into a commuter area for Cardiff and Swansea, and this is the opposite aim of what the strategy is seeking to achieve. The level of growth proposed is considered the most appropriate to achieve an equilibrium between new homes and employment provision, balanced against other key infrastructure requirements, and connected through enhanced active travel opportunities. This is detailed further within the Employment Background Paper.
520	The extra housing proposed for Porthcawl will provide no long-term jobs here.	The extra housing proposed for Porthcawl will provide no long-term jobs here	Comments noted. In terms of employment, the imbalance and shortage of employment land in Porthcawl is acknowledged compared with other settlements within the County Borough, although it is likely that the majority of employment in the town will continue to be provided through planned growth in the commercial, leisure and tourism sectors.
520	£3,309,097 additional council tax revenue from 1,115 new homes in Porthcawl at Band G (£2967.80 pa).	Additional housing will generate tax	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl’s role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any</p>

			<p>specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p>
520	Porthcawl's road system is inadequate to cope with the number of visitors we are seeing here at the moment.	Concerns regarding road system in Porthcawl	<p>Comments noted. The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore, a detailed assessment has been completed by Jacobs in support of the regeneration area proposals (report attached as Appendix D). This assessment was based on an upper limit of 1500 residential units across the regeneration area and includes comparative analysis between the 2007 Transport Assessment and associated survey data set out within the following documents:</p> <ul style="list-style-type: none"> • Porthcawl Regeneration Transport and Access Strategy 2007; and • Porthcawl Waterfront Visitor Parking Strategy 2007. <p>The comparative assessment included assumptions such as a maximum quantum of development consisting of 1500 dwellings, which significantly exceeds the 1240 residential units identified through this Land Use Framework. Despite this robust analysis, which overestimates the number of trips generated by the proposals, the TA concludes that there does not appear to be an increase in trips which would materially impact on the highway.</p> <p>Policy PLA1 will require highway improvements to ensure the principal point of vehicular access for a foodstore if off the Portway roundabout; a new roundabout and link road to enable access to the Sandy Bay development parcels; an emergency access through Dock Street and Sandy Lane in addition to providing off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>Policy PLA1 will require on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the</p>

			<p>waterfront, to connect with the Eastern Promenade, Porthcawl Town Centre and Porthcawl Comprehensive School. Connections must be made to the existing active travel route 4084 and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-22, INM-POR-23, INM-POR-24, INM-POR-25, INM-POR-26 and INM-POR-28.</p> <p>In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place</p>
573	<p>There is a basic error here. Employment shgould act as a magnet for housing, not vice versa</p>	<p>Employment should act as a magnet for housing, not vice versa</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth.</p> <p>Over 30% of the County Borough's population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.</p> <p>A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The 2019 Economic Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of Planning Policy Wales and Technical Advice Note 23, justified further in the Employment Background Paper, and set out in SP11.</p>

			<p>Policy ENT1 supports SP11 by allocating new employment land for development. Policy ENT2 supports SP11 by safeguarding the employment function of existing business and employment sites. This will enable a range of different sites to come forward.</p>
1040	<p>Building houses on green fields in the hope of jobs would be foolhardy except for the belief that they will be filled by people commuting to Cardiff or Swansea. 500 jobs a year would appear to be extremely optimistic. Insufficient detail or references are given in the draft LDP to make proper comment on the CARM strategy. Not enough weight appears to be given to the impact that such sustained population growth will have on many aspects that contribute to the wellbeing of current residents as well as the many aspects of infrastructure.</p>	<p>Concerns regarding employment and impact of population growth</p>	<p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth.</p> <p>Over 30% of the County Borough’s population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.</p> <p>A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The 2019 Economic Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of Planning Policy Wales and Technical Advice Note 23, justified further in the Employment Background Paper, and set out in SP11.</p> <p>Policy ENT1 supports SP11 by allocating new employment land for development. Policy ENT2 supports SP11 by safeguarding the employment function of existing business and employment sites. This will enable a range of different sites to come forward.</p> <p>The Council has taken into account the full SA site assessment findings detailed in Appendix G of the Sustainability Appraisal, to select an appropriate suite of proposed site allocations and infrastructure proposals to meet identified needs. Informed by this SA Report, the Candidate Site Assessment confirms and provides reasoned justification for the outcome of the site selection process in respect of each candidate site. The Deposit Plan has only proposed site allocations where capacity was clearly demonstrated to accommodate the respective level of growth within the settlement and/or necessary facilities and infrastructure improvements could be provided in support of the development. The final selection of proposed allocations, and accompanying justification, is provided in the Candidate Site Assessment.</p> <p>In terms of the allocated Strategic Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such</p>

			infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.
1233	The local rural economy appears to have been entirely overlooked in your growth strategy.	Concerns relating to rural economy	<p>Comment noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>In terms of rural economy, the policies within the Deposit Plan supports local employment opportunities in rural settlements, in line with the National Planning Policy and guidance. The plan encourages appropriate small-scale sustainable enterprises within the settlement boundaries and diversification of the rural economy away from the focus on agriculture, outside the settlement area in the open countryside. The replacement Plan in its strategic objective (SOBJ3), commits to develop a strong rural economy to support sustainable and vibrant rural communities, recognising the role of leisure and tourism.</p> <p>Furthermore policy ENT 4 on rural economy, encourages new applications for expansion and relocation of firms outside of the settlement boundaries, under set conditions and ensuring that it is in accordance with the policy requirements to conserve and enhance the quality of the countryside setting.</p>
1405	The Deposit Replacement Plan states that it is based on a balanced and sustainable level of economic growth that will facilitate the continued transformation of the county borough into a network of safe, healthy and inclusive communities'. Bridgend, Pencoed, Maesteg and Pyle all have their own leisure facilities which enable them to contribute to promoting healthy communities. Porthcawl should also have its own range of leisure facilities to ensure it is being inclusive of all age groups in the community and able to play an active part in promoting a healthy community. The strategy makes provision for a level of growth which aims to provide new jobs. Porthcawl has no industry and therefore it is dependent mostly on tourism which in turn means that the only jobs available in Porthcawl are summer jobs, retail and serviced accommodation. The proposals will involve the closure of the fair ground with a loss of jobs so we are unable to see where those jobs will be replaced and the potential for growth in economic development.	Concerns regarding Porthcawl / employment / tourism / leisure facilities	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p>

		<p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>In terms of employment, the imbalance and shortage of employment land in Porthcawl is acknowledged compared with other settlements within the County Borough, although it is likely that the majority of employment in the town will continue to be provided through planned growth in the commercial, leisure and tourism sectors.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with</p>
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			<p>new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p> <p>Further consultation will take place soon on the Placemaking Strategy being prepared for Porthcawl, of which will allow for further public engagement and representations to be made in relation to the proposals intended for the regeneration site. Further information relating to the consultation will be made available on the Council's website once details have been finalised.</p>
1496	<p>As Porthcawl is a seaside town, the urbanisation intended will reduce parking for those houses and visitors, which will greatly risk the economy of Porthcawl. Housing does not enhance a seaside town or revitalise it. Leisure to attract should be paramount. There is nothing for Porthcawl, in the LDP, to enhance tourism. Taking 'open spaces' away in favour of housing does not contribute to the 'well being' of residents, visitors or future generations. The LDP does not feature a 'green wedge policy' which is a key objectives of the Welsh National Marine Plan which recognises the significant value of coastal tourism.</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / parking / leisure / green wedge policy</p>	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The</p>

		<p>provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p> <p>Further consultation will take place soon on the Placemaking Strategy being prepared for Porthcawl, of which will allow for further public engagement and representations to be made in relation to the proposals intended for the regeneration site. Further information relating to the consultation will be made available on the Council's website once details have been finalised.</p> <p>In terms of the removal of the green wedge policy, a report (See Appendix 34) has been undertaken of which reviews the existing green wedge designations in the adopted Bridgend Local Development Plan 2006-2021 and considers</p>
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			the need for their continuation in the emerging Replacement Bridgend Local Development Plan 2018-2033. It is concluded that whilst existing LDP Policy ENV2: Development in Green Wedges has been successfully used for its primary objective of preventing coalescence, other policies contained within the extant LDP, particularly Policy ENV1: Development in the Countryside, has also been successful in preventing coalescence. Furthermore, the Replacement LDP features defined settlement boundaries and policies of which strictly control development in the countryside, open space, biodiversity, landscape and the environment whilst also allocating sufficient land for housing. As such, it is therefore considered that the green wedge policy need not be taken forward in the Replacement LDP, as it will not be necessary.
848	No	No changes proposed	Comments noted.
480	Is 500 new jobs created per year realistic ? what are the levels created and lost in the last few years?	Concerns regarding employment	<p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth.</p> <p>Over 30% of the County Borough’s population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.</p> <p>A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The 2019 Economic Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of Planning Policy Wales and Technical Advice Note 23, justified further in the Employment Background Paper, and set out in SP11.</p>
107	The growth strategy in the Deposit Replacement LDP does not take into account the impact on neighbouring communities in the Vale of Glamorgan	No changes – concern over impact on Vale of Glamorgan	Comments noted. The Vale of Glamorgan Council have been consulted at all stages of the Replacement LDP preparation.
1020	It’s designed to make Bridgend and Porthcawl in particular dormitory town for Cardiff.	No changes – concern over out commuting	<p>Comments noted. The rationale behind the Growth Strategy of the Replacement LDP is to achieve the exact opposite of the representor’s comments. The planned level of housing growth is neither constrained in a manner that could frustrate economic development or promoted in such a way as to encourage inward commuting</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence-based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such</p>

			<p>the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth.</p> <p>Over 30% of the County Borough's population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace-based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.</p> <p>The projected increase in the working age population and the linked dwelling requirement underpinning this LDP will provide significant scope for residents to live and work in the area, supporting growth of up to 500 jobs per annum. The planned level of housing growth is neither constrained in a manner that could frustrate economic development or promoted in such a way as to encourage inward commuting. Rather, the underlying projection promotes sustainable forms of growth that will help minimise the need for out-commuting and promote more self-contained, inter-connected communities in accordance with the LDP Vision. This level of growth is considered most conducive to achieving an equilibrium between the number of homes provided and the job opportunities expected; a balance that is required by PPW.</p>
121	<p>Members have concerns regarding the proposal to build 700+ houses in Pencoed. Heol Y Cyw Primary School was closed by BCBC and the children transferred to Pencoed School. At the time of the consultations, a promise was given by BCBC that all children in Heol Y Cyw would be given priority to attend Pencoed School. This has proved NOT to be the case. The Pencoed Junior School is already over subscribed and there are children in Heol y Cyw who cannot attend. When being built, it was stated that the design of the building would enable it to be expanded quickly and easily. Apparently, this also is not the case.</p> <p>With the increase of proposed new housing in Pencoed, where will the children go to school? Unless there is a strict requirement for a new school to be built in advance of building the houses, there will be no placements available for the children. Also, the policy of parental choice which enables their children to attend the school of their choice, has a direct impact on children in a specific area.</p> <p>Additionally, where is the provision of Welsh Language Schools in the area? There is no Welsh language provision in the East of the</p>	<p>No changes – concern over Pencoed allocation in relation to education provision and affordable homes for local people</p>	<p>Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. These include masterplan development principles and requirements which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. Sites will be required to deliver affordable housing, on-site education provision, recreation facilities, public open space, active travel provision plus appropriate community facilities.</p> <p>With specific reference to land east of Pencoed, Policy PLA4 requires the provision of a new primary school on-site, 20% affordable housing, on and off-site highway improvements to provide good quality pedestrian and cycle linkages to nearby facilities and a multi-functional green infrastructure network throughout the site. A decision on language type for the primary provision (i.e., whether the school is Welsh or English-medium) would be undertaken in due course.</p>

	<p>County. Why is this? Is this going to be addressed?</p> <p>Members also hope that the housing being built in Pencoed will be affordable for local people and not targeted for M4 commuter housing.</p>		
71	<p>Where will these skilled people work ? Will Pencoed become a commuter town and loose the sense of Community</p>	<p>Concerns regarding employment</p>	<p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth.</p> <p>Over 30% of the County Borough’s population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.</p> <p>A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The 2019 Economic Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of Planning Policy Wales and Technical Advice Note 23, justified further in the Employment Background Paper, and set out in SP11.</p> <p>Policy ENT1 supports SP11 by allocating new employment land for development. Policy ENT2 supports SP11 by safeguarding the employment function of existing business and employment sites. This will enable a range of different sites to come forward.</p>

Title: Do you have any comments to make on the spatial strategy?			
ID	Comment	Summary of changes being sought/proposed	Council response
51	Garw and Ogmores have been under a regeneration title for many years but no real progress made. Depends on what type of regeneration. Information on how the rural surroundings will be capitalised made not expressed as well as the the growth areas and sustainable growth have been defined.	Concerns in relation to growth strategy and capitalising of rural surroundings in Garw and Ogmores.	<p>Comment noted. The Ogmores and Garw Valleys are identified as Local Settlements. Therefore, whilst these areas will not be earmarked to accommodate significant growth, the Replacement LDP seeks to create sustainable communities linked to wider opportunities in a manner that protects their high quality environment. It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high quality environments.</p> <p>Furthermore, the replacement Plan in its strategic objective (SOBJ3), commits to develop a strong rural economy to support sustainable and vibrant rural communities, recognising the role of leisure and tourism. The Deposit Plan in its Policy ENT4 for rural economy, supports local employment opportunities in rural settlements, keeping in line with the National Planning Policy and Guidance. The plan supports appropriate small-scale sustainable enterprises within the settlement boundaries and diversification of the rural economy away from the focus on agriculture, outside the settlement area in the open countryside.</p> <p>Furthermore, policy ENT4 allows expansion of existing rural business, providing the new development is in accordance with the policy requirements to conserve and enhance the quality of the countryside setting. The policy also ensures that employment uses in and adjoining an existing settlement boundary must be compatible to the location and neighbouring uses.</p> <p>Policies contained within the Replacement LDP will look to implement transportation improvements throughout the County Borough, specifically Policy PLA8: Transportation Proposals (See Page 90). This policy sets out a number of transportation proposals of which are allocated and safeguarded from development that would prevent their implementation, including, bus corridor improvements along the Garw, and Ogmores corridor as per Policy PLA8 (1).</p>
47	Let's be clear! The RLDP does not include any concrete proposals for infrastructure etc. nor does BCBC in its plans identify any plans or investment in these. Other than a proposed bus terminus at Salt Lake there is nothing in the plans that indicates how increased demand on services will be met nor how any investment will be included and paid for within the regeneration envelope. The RDLDP mentions 'The special strategy has been formulated to help realise the regeneration aspirations and priorities of the council....' What about the aspirations of the residents and the community? GP Services The new Health Centre currently has an issue attracting GP's who when they are there seem to have a host of other commitments meaning availability to treat or diagnose is limited. Parkdean Holiday Park brings	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront	<p>Comments noted. In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>As with all large scale regeneration sites there are a range of key pieces of infrastructure that will need to be delivered in order to unlock the development potential of this brownfield site. In addition to the key infrastructure required to facilitate the development, the regeneration area provides an opportunity to co locate other strategic infrastructure that would mutually benefit both the proposed development and the existing town. The key enabling infrastructure required to facilitate the proposed development of Porthcawl Waterfront includes the following key requirements:</p> <ul style="list-style-type: none"> • Coastal defence improvements; • New public open space; • Drainage infrastructure; • New road and roundabout; • Active travel improvements; • Education provision; and • Utility connections and upgrades

<p>circa 300,000 visitors per annum all of whom are entitled to temporary status with the only GP surgery in Porthcawl. Any resident will tell you that just getting through on the phone can be a 50 minutes (yes 50 mins is common!) task and even then getting an appointment is difficult. The RLDP proposes a 20% population growth for an already overstretched service. NHS dentists have closed their books to new patients and private practice in Porthcawl is limited which means residents have to leave Porthcawl to access an NHS or private dentist necessitating increased car journeys.</p> <p>Utilities – Waste Water The capacity to handle a step increase in seafront load, bearing in mind: Glamorgan Holiday Home and Pier Hotel developments, potential new hotel along with huge increase in housing etc. Existing pipework and pumping capacity for Welsh Water and the Pen-y Bont facility which services Porthcawl is already close to its limit. A Developer Impact Survey would reveal that much of Porthcawl pipework is undersize and aging. The pumping station at Beach Road is problematic now and would need replacement to support any significant increase in load. Public Transport The authority has over the last two years reduced its subsidy in transport routes resulting in a much- reduced local services. There is a suggestion in the plan that a park and ride facility will be provided either at Pyle Station or close by. Latest information however is that the idea as part of the City Deal is receding.</p> <p>Green Infrastructure The proposals under the RLDP are to urbanise circa 90 Hectares of existing undeveloped land stretching from Porthcawl Town to Newton. Although termed as 'brownfield' the area has only ever been used for leisure and tourism. Whilst an area of open space may appear derelict to humans it is nevertheless not viewed in the same way by 'nature' who view it as a thriving habitat. Opportunities for securing the greatest positive impacts and benefits of growth. Replace the</p>		<p>In terms of health the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress. However, the Health Board is confident that it has identified the additional pressures created by the Local Development plans and that its own estates and sustainability plans articulate the action required to respond to this.</p> <p>A Utilities Strategy has also been carried out. The regeneration area will require the provision of a new foul and surface water drainage system to connect into the existing system, in addition to any wider network capacity work that may be required as development comes forward.</p> <p>Insofar as surface water drainage is concerned the regeneration area will require an infiltration based SUDs system across the Sandy Bay area of the site with the Coney Beach and Salt Lake areas to be principally drained to the sea via a new outfall pipe to replace an existing outfall pipe and at source SUDs attenuation to ensure compliance with relevant requirements.</p> <p>With respect to foul drainage there are a range of existing pipes that will enable connection to be made to the established network. As such, the foul drainage infrastructure requirement for the regeneration area will principally consist of the provision of new foul drainage runs within the site itself with this supported by any capacity upgrades that may be required by Welsh Water, as informed by hydraulic modelling, at the time development comes forward. Foul drainage will be treated at its Pen-y-bont Waste Water Treatment Works. Welsh Water report no issues in terms of capacity.</p> <p>In terms of the proposed park and ride facility in Pyle, whilst it is not likely to be delivered in the short term due to the limits of the current City Deal funding programme, the scheme will remain a long term goal for the authority. However, funding will be invested into the proposed bus terminus being developed at Salt Lake which will link in with the wider regional Metro network for visitors and residents.</p> <p>In terms of the potential environmental impact, a Phase 1 Habitat Survey has been undertaken, of which robustly determines what ecology constraints may exist within the site. The findings indicate that the proposed development would not have any adverse impact. Whilst further surveys will be undertaken, the proposed development of the site is not unacceptably constrained by biodiversity and nature conservation issues.</p> <p>In terms of green infrastructure, Policy PLA1 will also ensure that green infrastructure can be incorporated as an intrinsic element of future detailed proposals across the regeneration area. There are a number of potential options for green infrastructure design that could be incorporated as part of future development within the regeneration area including the following:</p> <ul style="list-style-type: none"> • Create an extensive viable network of green corridors and natural habitat throughout development which connects larger or more expansive open spaces for both people and wildlife designed around existing site assets; • Provide pleasant, safe and linear routes for active travel such as walking and cycling for utility, recreation and health promotion; • Ensure where possible streets and roads are tree-lined or contain soft landscaping appropriate to local character, habitats and species within the area; • Utilise SUDs to provide additional multi use green space and enhance connectivity between habitats for enhanced for biodiversity;
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	<p>current proposals for Sandy Bay with a leisure and tourism led village which could offer economic, job creating, social benefits, affordable housing and protect the existing environment. 1) Central lead feature being an international standard Pump Track layout which can promote Porthcawl as a world class venue for what is now a world and Olympic sport. Matched with our internationally recognised surfing venue and facilities at Rest Bay this could make a step change in the image of Porthcawl and the opportunities for Porthcawl residents and visitors young and not so young. 2) Establishing this centre-piece and focal point is not overly dominant in terms of the available land but can be supported by small business outlets alongside the development. Sport Wales has indicated that such a venue would be likely to receive their financial support. 3) Developing international excellence would offer young local people a first step towards becoming an Olympic champion. It would also attract support from a wide area in South Wales. There are a number of local or ex Porthcawl residents who have gone onto prominence in this sport and Porthcawl has produced an international champion who is currently a leading light in the sport. 4) Consideration could be given to an area of residential cabins which would not only fit well at the location but offer an opportunity for local downsizing thereby creating a vacant home within the Town. Also allocating an area to a social landlord to provide affordable housing. 5) The new promenade would provide access to a new park with a splash feature and other leisure facilities plus exercise equipment for young and older people. 6) Provide an open amphitheatre style events space.</p>		<ul style="list-style-type: none"> • Include bat boxes, bricks or lofts and bird boxes on all housing, to reflect the species within the area; • Harvest, store and re-use rainwater in low carbon systems; • Create natural green spaces and wild or free play areas in the urban setting; • Create a network of streets, open spaces and parks, with safe and legible routes linking them to homes and schools; • Enhance the transport system and help reduce effects of air pollution through the provision of verges of priority habitat, hedgerow, wildflower rich or rough grassland; • Provide public access to green infrastructure assets where appropriate; and • Incorporate insect attracting plants, hedgerows, log piles, loggaries and other places of shelter for wildlife refuge/hibernation within structural landscaping and open spaces. <p>In terms of opportunities for businesses, mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>In terms of affordable housing, Policy PLA1 will ensure that development of Porthcawl Waterfront incorporates an appropriate mix of dwelling sizes and types to meet local housing needs, including 30% affordable housing (335 units) to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements.</p> <p>In terms of open space and recreation, it's acknowledged that such provision is considered important for health and well-being, therefore the development should aim for standards in excess of the minimum. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Further consultation will take place on the Placemaking Strategy being prepared for Porthcawl, of which will allow for further public engagement and representations to be made in relation to the proposals intended for the regeneration site. Further information relating to the consultation will be made available on the Council's website once details have been finalised.</p>
480	<p>Brown field has to be the first option for new development - some of the old sites are an eyesore</p>	<p>Brownfield first</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an</p>

			<p>appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>Additional long-term Regeneration Sites are also proposed for allocation (See Policy COM1(R1-R3)), located within parts of the County Borough that will benefit the most and also those that exhibit opportunities to deliver the greatest positive impacts of such growth. However, as referenced in Planning Policy Wales, the housing land supply will not be dependent on these additional long-term Regeneration Sites, as they require longer lead-in times, preparatory remediation-based enabling works and more detailed strategies to enable their delivery.</p>
520	Porthcawl's regeneration, although long overdue, will do nothing to alleviate the total absence of leisure facilities here.	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / leisure facilities	<p>As set out by Policy PLA1 (See Page 63), Porthcawl Waterfront is an underutilised brownfield site occupying a prominent seafront position. The regeneration site is allocated for a residential-led, mixed use scheme that will deliver up to 1,115 dwellings with associated facilities, including tourism, open space, leisure, retail, a bus terminus and community provision. Policy PLA1 details the site-specific requirements including masterplan development principles and development requirements to enable its implementation, in accordance with the Growth (See Appendix 42) and Spatial Strategy (See Appendix 43) identified within SP1 and allocation identified within SP2. Delivery of the site will prove fundamental in achieving the Replacement LDP’s Vision and Objectives for the County Borough.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open</p>

			<p>space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of leisure facilities, a new 'leisure site' is proposed to be located to the north of the harbour, and is intended to provide a leisure /tourism facility that will act as a major "attractor" of which will need to be designed to the highest standard.</p> <p>Additionally, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that development of Porthcawl Waterfront with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
573	<p>PLA3 Land West of Bridgend. This proposed site is NOT consistent with the above principles.</p>	<p>Strategic Allocation PLA3: Land West of Bridgend not consistent with the above principles</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land</p>

			<p>uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential units, including affordable housing will be accompanied with a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p>
520	<p>Porthcawl will indeed grow, but our town's infrastructure struggles to cope at the moment and will collapse when there is nowhere adequate for visitors to park. Porthcawl needs to attract visitors, not turn them away.</p>	<p>Concerns regarding Porthcawl / infrastructure / parking</p>	<p>Comments noted. In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>As with all large scale regeneration sites there are a range of key pieces of infrastructure that will need to be delivered in order to unlock the development potential of this brownfield site. In addition to the key infrastructure required to facilitate the development, the regeneration area provides an opportunity to co locate other strategic infrastructure that would mutually benefit both the proposed development and the existing town. The key enabling infrastructure required to facilitate the proposed development of Porthcawl Waterfront includes the following key requirements:</p> <ul style="list-style-type: none"> • Coastal defence improvements; • New public open space; • Drainage infrastructure; • New road and roundabout; • Active travel improvements; • Education provision; and • Utility connections and upgrades <p>In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car park enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>The authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of public transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p>
520	<p>The only reason these sites are available is because they have been ignored and neglected by BCBC.</p>	<p>The only reason these sites are available is because they have</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period</p>

		<p>been ignored and neglected by BCBC</p>	<p>have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>In terms of allocated Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p>
848	No	No changes proposed	Comments noted.
1405	The Spatial strategy 'seeks to ensure new developments can come forward with the necessary infrastructure improvements, including transport networks, utilities, green infrastructure, health, education, affordable housing and social facilities'. With regards to the two development sites proposed for Porthcawl the strategy cherry	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / infrastructure	<p>Comments noted. In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>As with all large scale regeneration sites there are a range of key pieces of infrastructure that will need to be delivered in order to unlock the development potential of this brownfield site. In addition to the key infrastructure</p>

	<p>picks certain elements of the strategy to fulfil for example social housing and education, however with both of these developments go hand in hand with the other elements of the strategy. PTC is very concerned that the proposal for substantial housing will not be able to be met by the current services e.g schools, doctors, dentists etc. The current situation is unacceptable at the moment being unable to secure a doctors' appointment or even manage to get through to the surgery on the phone. Residents of Porthcawl have had to go further afield to access a dentist and other health services. In terms of local catchment for schooling we understand that a number of schools are already oversubscribed. How can more homes be built bringing with it an increase and demand for services when the demand can't be met now?</p>		<p>required to facilitate the development, the regeneration area provides an opportunity to co locate other strategic infrastructure that would mutually benefit both the proposed development and the existing town. The key enabling infrastructure required to facilitate the proposed development of Porthcawl Waterfront includes the following key requirements:</p> <ul style="list-style-type: none"> • Coastal defence improvements; • New public open space; • Drainage infrastructure; • New road and roundabout; • Active travel improvements; • Education provision; and • Utility connections and upgrades <p>With regards to education, Policy PLA1 requires 1.8 hectares of land to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary school provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development.</p> <p>In terms of health the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress. However, the Health Board is confident that it has identified the additional pressures created by the Local Development plans and that its own estates and sustainability plans articulate the action required to respond to this.</p>
1496	<p>Under the 'Green Cities' the spatial spaces in the LDP for Porthcawl are far smaller than required for the density of housing units. Sandy Bay in its entirety is 'open space' land covered by the 1937 Health and Physical Training Act, which included leisure, camping and caravan sites - NOT residential units.</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / Open Space</p>	<p>Comments noted. Policy PLA1 requires development of Porthcawl Waterfront to incorporate 3.51 hectares of public open space comprising of Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs) within these areas of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</p>
1040	<p>The fields at Island Farm, being high quality, are not underutilised. It is questioned why the Ford factory, or some of it, has not been considered for housing rather than the very sensitive areas that have been. This seems to go against</p>	<p>Ford factory should be considered for housing before greenfield sites</p>	<p>Comments noted. The distribution of growth is evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities</p>

	<p>many policies within the LDP including the prioritising of brownfield sites.</p>	<p>such as Island Farm</p>	<p>within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site PS.1 Island Farm was considered appropriate for allocation.</p> <p>Considerable weight has been given to protecting Best and Most Versatile Agricultural Land from development (alongside other planning considerations) throughout LDP preparation and the assessment of Candidate Sites. Background Paper 15 provides more contextual analysis to clarify how this principle has been embedded into the site selection process, specifically from Stage 2 of the Candidate Site Assessment. This further justifies the proposed allocations within the Replacement LDP in this respect, alongside the SA/SEA and Candidate Site Assessment Methodology. In relation to the Island Farm Site specifically, development has already lawfully commenced on this site and re-allocation within the Replacement LDP would therefore not result in the loss of any additional BMV agricultural land. This is detailed at length within Background Paper 15. Notwithstanding the extant planning permission, based on the revised mix of uses now proposed on the site, there is considered to be an overriding need for the development. Re-allocation of this site will enable accommodation of sustainable growth enshrined in placemaking principles, deliver affordable housing in the highest need part of the County Borough and enable delivery of two schools on the site, including relocation of Heronsbridge Special School. It will also enrich active travel and green infrastructure networks within Bridgend through creation of a 'green lung' that will connect the site to the Town Centre via Newbridge Fields. Development of this edge of settlement site would accord with the Preferred Strategy, channel growth to the Primary Key Settlement of the County Borough and make a significant contribution to the housing need identified in the LHMA. The site promoter has also provided extensive supporting information to evidence the site is both viable and deliverable.</p> <p>Additional long-term brownfield Regeneration Sites are also proposed for allocation (See Policy COM1(R1-R3)), located within parts of the County Borough that will benefit the most and also those that exhibit opportunities to deliver the greatest positive impacts of such growth. However, as referenced in Planning Policy Wales, the housing land supply will not be dependent on these additional long-term Regeneration Sites, as they require longer lead-in times, preparatory remediation-based enabling works and more detailed strategies to enable their delivery.</p>
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1233	<p>Agree & support in essence, but again please make sure that agricultural land-use is not overlooked.</p>	<p>Support for spatial strategy and concerns for agricultural land-use.</p>	<p>Comment/support noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>In terms of rural economy, the policies within the Deposit Plan supports local employment opportunities in rural settlements, in line with the National Planning Policy and guidance. The plan encourages appropriate small-scale sustainable enterprises within the settlement boundaries and diversification of the rural economy away from the focus on agriculture, outside the settlement area in the open countryside. The replacement Plan in its strategic objective (SOBJ3), commits to develop a strong rural economy to support sustainable and vibrant rural communities, recognising the role of leisure and tourism.</p> <p>Furthermore, Policy ENT 4 on rural economy, encourages new applications for expansion and relocation of firms outside of the settlement boundaries, under set conditions and ensuring that it is in accordance with the policy requirements to conserve and enhance the quality of the countryside setting.</p>

<p>59</p>	<p>Housing locations - general</p> <p>Overall, there are too many new estates proposed in the LDP. The pandemic has indicated that working from home is a viable option for many, and it is likely that many businesses will be wondering why they bother renting office space when working from home is a viable alternative. As a result, we are likely to see more empty offices, which could provide an alternative source of housing. This would also align with town centre regeneration, with a consensus that town centres should have a mix of housing, retail and leisure. The LDP should thus propose meeting part of its housing requirement from converting empty offices and shops into housing.</p> <p>The town centre is also an ideal location for housing, as it already has the necessary infrastructure to support communities</p> <p>Similarly, with around 1,200 empty properties, and the empty properties officer diverted away from this role due to the pandemic - the LDP should consider how a strengthened empty properties strategy (for example one that imposed punitive council taxes on empty homes) could provide a significant housing source.</p> <p>The proposed large development for Pyle will – in the absence of significant investment in rail infrastructure – result in increased motorway traffic which will have a knock on effect on communities near other junctions. It is unlikely that the necessary rail infrastructure needed for this estate will be delivered in the foreseeable future, so this site should be removed from the LDP.</p> <p>South of Pencoed/Coychurch appears to be an under-explored area for development, this area would have good access to the M4 and A48, the rail station</p>	<p>Empty offices and shops in town centres should be used for housing</p> <p>LDP should include an Empty Properties strategy</p> <p>Land East of Pyle should be removed from the LDP</p> <p>Land South of Pencoed / Coychurch should accommodate more growth</p>	<p>The LDP recognises that high streets will continue to change especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>An Urban Capacity Study (UCS) (See Appendix 39) has been prepared which provides an analysis of the potential urban capacity of the County Borough's settlements for housing to evidence the expected small and windfall site allowance rate. The UCS identifies more than sufficient capacity within the proposed settlement boundaries to accommodate this particular component of the housing supply. It serves as a useful resource to developers and SMEs who are seeking to identify potential development opportunities not specifically allocated in the Replacement LDP. The Development Plans Manual (Welsh Government, Edition 3, 2020) identifies a list of urban capacity sources which could be considered within a UCS. Based on local circumstances, the following sources of potential capacity have been analysed to determine their local relevance: Subdivision of existing housing; Empty Homes, previously developed, vacant and/or derelict land and buildings (non-housing); Conversion of commercial buildings; Redevelopment of car parks; Open space surplus to requirements; Intensification of existing housing areas; Land previously allocated for employment uses; Public body disposals; and Vacant space above commercial premises.</p> <p>The evidence contained within the UCS identifies the level of capacity across the County Borough's settlements in both numeric and spatial terms, summarised in Table 10. Many of the sites and sources of urban capacity identified in the Study are located in town and commercial centres, and together with the greater flexibility introduced into the Retail and Town Centre policies of the Replacement LDP, demonstrate scope to accommodate more residential development within these areas.</p> <p>Policies within the Deposit Plan support the regeneration and re-utilisation of empty properties, though this is not a direct function of the LDP. It is one of several mechanisms that can boost the supply of affordable housing</p> <p>As documented in the Candidate Site Assessment (See Appendix 13), the Land East of Pyle site promoter has robustly demonstrated delivery in accordance with the requirements set out in the Development Plans Manual. A detailed plethora of evidence has been provided to the Council to support its delivery, including numerous site investigations and appraisals, masterplans, a viability assessment, a transport assessment and due consideration of s106 requirements, infrastructure and costs. This process has provided a high degree of confidence that the site is realistically deliverable, considering the full plethora of associated development requirements, infrastructure provision and placemaking principles necessary to deliver high-quality new communities. The site-specific viability appraisal has demonstrated that the site can deliver a new pedestrian and cycle bridge over the railway line to provide safe linkages between the site and Pyle. Whilst the potential relocation of Pyle Railway Station to the north of the site would further enhance the site's sustainability, development is not predicated on this proposal which is still at the feasibility stage. Policy PLA5 ensures that development does not prejudice any future plans.</p> <p>Land to the South of Pencoed is outside of the settlement boundary and not considered a natural or logical extension to the settlement (i.e. it is not physically, functionally and visually related to the existing settlement pattern).</p>
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	in Pencoed, and avoid placing pressure on Valleys Gateway.		
107	The spatial strategy of the Deposit Replacement LDP does not take into account the impact on neighbouring communities in the Vale of Glamorgan	No changes – concern over impact on Vale of Glamorgan	Comments noted. The Vale of Glamorgan Council have been consulted at all stages of the Replacement LDP preparation.
1020	It's a lazy strategy. You are proposing to cram the A48 corridor with houses overwhelmingly local infrastructure. You will ruin Porthcawl. Yet can't be bothered to breath nee life into the valleys.	No changes – concern over infrastructure	<p>Comments noted.</p> <p>The distribution of growth is evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p>
121	See previous comments. Also, what arrangements will be made for the health of the increased population? Are there plans to increase doctor and dental surgeries to accommodate the population increase? Members also feel the infrastructure in Pencoed cannot currently accommodate an increase in the population. What about the sewer system, updating of existing water pipes etc? Also, it is felt that the current road structure would suffer unless improvements are made.	No changes – concern over provision of infrastructure	<p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management and utilities in addition to community and cultural infrastructure.</p> <p>With specific regard to health facilities, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p>
71	Infrastructure indeed ! Address this first , then build the houses	Address infrastructure before housing	In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced. The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure. Infrastructure and financial contributions (including timing and phasing thereof) must be secured through Section 106 Planning Obligations.

Title: Do you have any comments to make on design and sustainable placemaking policies?			
ID	Comment	Summary of changes being sought/proposed	Council response
51	Fully support placemaking. New developments and regeneration projects must have a community, place based focus that is practical and functional that meets the needs of all sections of the communities they serve. Environmental impact and aspects are a priority in being sustainable. Developments need to reflect the buildings and nature of the surrounding areas.	Support for sustainable placemaking policies.	<p>Comment/support noted. The Replacement Plan ensures that all development comply with Strategic Policy 3 on Good Design and Sustainable Place Making (See Page 60). The development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment. As such future planning applications will be required to be supported through the submission of appropriate design and technical information to demonstrate compliance with the criteria set out by Policy SP3. Such criteria includes design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character.</p> <p>In terms of environmental impact, the development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
47	I think earlier comments contribute to this question.	No proposed changes	Comments noted.
573	PLA3: Land West of Bridghend. This proposed site would violate the principles of good design and sustainable placemaking.	Strategic Allocation PLA3: Land West of Bridgend would violate the principles of good design and sustainable placemaking	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated</p>

			<p>development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential units, including affordable housing will be accompanied with a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p>
520	Creating vast housing estates with no leisure or community facilities is merely urbanisation.	Creating vast housing estates with no leisure or community facilities is merely urbanisation	<p>In terms of allocated Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
520	Without seeing any plans or even being included in discussions, unable to comment	Unable to comment without seeing plans	<p>It is the view of the Council that the overall objectives of the Community Involvement Scheme (CIS) as originally set out in with the approved Delivery Agreement, including the CIS have been met. It is also considered that the LDP has been prepared in accordance with the LDP ‘Preparation Requirements’ set out in the Development Plans Manual (Edition 3).</p> <p>The Council previously consulted the public on the Preferred Strategy of which was held from 30th September to 8th November 2019. Following the public consultation period the Council was required to consider all representations made in accordance with LDP Regulation 16(2) before determining the content of the deposit LDP. As such the Council drafted an initial Consultation Report (See Appendix 8 – Preferred Strategy & Initial Consultation Report) for publishing. This report was subsequently signed off by members of Council.</p> <p>As part of Stage 4 of the Delivery Agreement, the Council was required to undertake Deposit public consultation for a statutory period of 6 weeks, however the Council made an allowance for 8 weeks in order to maximise public participation. This was to ensure a range of views could be considered as part of a process of building a wide consensus on the Replacement LDP’s strategy and policies. A number of consultation methods were used to ensure efficient and effective consultation and participation, in accordance with the CIS. These methods included:</p> <ul style="list-style-type: none"> • A Legal Notice was placed within the Glamorgan Gazette on 3rd June 2021

			<ul style="list-style-type: none"> • The package of consultation documents were been made available online via Bridgend County Borough Council's Website (www.Bridgend.gov.uk/ldpconsultation). Respondents were able to complete an electronic survey online to make a formal representation. • Printed reference copies were placed within public facing Council buildings, including every library in the County Borough (fixed and mobile), subject to social distancing guidelines. The reference copies were also available to view at the Council's Civic Offices in Angel Street, Bridgend, although by appointment only as the offices had not re-opened to the public due to the pandemic. Hard copies of the survey form were also made available at these locations for members of the public to complete by hand. • Dissemination of hard copies of information to individuals. Members of the public were able request a copy of the survey by post to complete by hand (free of charge). There was a £25 charge for a hard copy of the whole Deposit Plan to cover printing and postage costs for such a large document. • Every individual and organisation on the LDP Consultation Database was notified by letter or email (depending on their preference) to inform them of the availability of the Deposit Consultation. Approximately 500 representors were contacted, provided with details of how to access the package of consultation documents and how to respond. As the consultation progressed, additional representors were been informed of and added to the database upon request. • Planning Aid Wales were commissioned by the Council to run remote engagement events for all Town and Community Councils in Bridgend County Borough. • A comprehensive social media plan was devised. A series of social media posts were released periodically on Facebook, LinkedIn and Twitter. They drew attention to different thematic areas / parts of the County Borough throughout the consultation period. • Planning Officers have presented the consultation remotely to established working groups, including the Bridgend Community Cohesion and Equalities Forum and Youth Forum. • In place of face to face public drop in sessions, representors were able to book one to one telephone appointments with planning officers to discuss any queries/concerns they may have had. They were able to do this by emailing ldp@Bridgend.gov.uk or telephoning 01656 643633. • Posters were sent to all Town and Community Councils to display on their notice boards. <p>Further consultation will take place soon on the Placemaking Strategy being prepared for Porthcawl, of which will allow for further public engagement and representations to be made in relation to the proposals intended for the regeneration site. Further information relating to the consultation will be made available on the Council's website once details have been finalised.</p>
848	No	No changes proposed	Comments noted.
1405	PTC has concerns regarding the style and the potential density of any new housing on Salt Lake as outlined above. The height of any buildings should be tightly controlled in order to blend in with surroundings so as not to be overbearing. Sufficient parking space should be given to the development to minimise on street parking and the area should have plenty of open space so residents don't feel hemmed in. We have an overriding and serious concern that outside pressures on the Sandy Bay development that may come to bear will drive commercial gain at the expense of what is in the best interests of Porthcawl.	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / density / height / parking	<p>Comments noted. A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>The design philosophy contained within the Placemaking Strategy ensures that development will be higher (and therefore denser) closer to the seafront (particularly toward the west) with lower/less dense development toward the middle, northern and eastern peripheries of the site.</p> <p>The following factors have also been considered in determining the appropriate density level for the site:</p>

			<ul style="list-style-type: none"> • The capacity of existing and proposed roads and junctions; • The provision of parking in the area and in the town as a whole; • The impact upon local services and schools; • Especially the changes that any increased numbers of properties would have on the character of the town; and • The key Government objective to optimise housing densities on brownfield sites. <p>This careful examination of all the relevant factors suggest that the anticipated number of units can be provided within the regeneration area, while ensuring that appropriate and useful areas of open space are established; and there is comprehensive regeneration involving numerous other activities and uses within the waterfront area.</p> <p>The Council have also commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p> <p>In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
1496	<p>We have not seen any designs and all that's been shown by BCBC Architects and their officers are blocks of land with no details. The Design and Sustainable Placemaking Policies have not been addressed in the LDP at all. This strategy is unsustainable and will not create enough jobs for the properties proposed.</p>	<p>No designs provided. The Design and Sustainable Placemaking Policies have not been addressed in the LDP at all. Concerns regarding employment</p>	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit LDP Consultation document did not contain detailed masterplans for any of the proposed strategic sites. This was a conscious decision taken by officers at the time which reflected the fact that master planning work was and is still being developed. It was felt that including draft plans that may have no bearing on the final version would be misleading. When approved for submission to Welsh Government, the Deposit LDP will include masterplans, and these will reflect the development and masterplan principles outlined in Policies PLA1 – PLA5.</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County</p>

			<p>Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth.</p> <p>Over 30% of the County Borough's population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.</p> <p>A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The 2019 Economic Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of Planning Policy Wales and Technical Advice Note 23, justified further in the Employment Background Paper, and set out in SP11.</p> <p>Policy ENT1 supports SP11 by allocating new employment land for development. Policy ENT2 supports SP11 by safeguarding the employment function of existing business and employment sites. This will enable a range of different sites to come forward.</p> <p>In terms of allocated Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision. A detailed masterplan will need to be developed in line with this and agreed with the Council prior to development commencing.</p>
1040	<p>Good design and placemaking should be absolutely central to not just the design of development sites but also the placing of them in the context of what already exists. Developments should be in proportion and sensitive to that context.</p>	<p>Good design and placemaking should go beyond the design of sites and influence site location</p>	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl,</p>

			<p>Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>Strategic Allocations must be developed in line with site specific policies and associated masterplan development principles set out by Policies PLA1-5, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed developments with the proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
1485	<p>PLA2(2) and COM1(2): Road network / active travel The requirement that new developments be within easy distance of town centres, as well as public and active travel networks, to help drive down emissions and curb climate change, is understood. This however does not sit well</p>	<p>Concerns regarding Strategic Allocation PLA2: Land South of Bridgend (Island Farm) and Housing Allocation</p>	<p>Comments noted. The proposed allocations (PLA2: Land South of Bridgend (Island Farm) / COM1(2): Craig y Parcau) are supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The initial Transport Assessment has now been updated to reflect the final number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA2 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any</p>

<p>with PLA8(9), the planned dualling of the A48 from Waterton to Laleston. In actuality there is no reason to believe that car use is going to reduce although the fast take up of electric cars may well reduce carbon emissions in the long term. It is envisaged that with the 2500 odd houses planned from Parc Afon Ewenni at Waterton to Laleston, the dualling of this section will become more of a necessity. The current and future projections of all the roundabouts are over capacity during rush hours and other busy periods. The experience of people living next to and using the road network, which also includes Ewenny Road, is often of even more hold-ups and congestion at weekends than at rush hours. It is not within the expertise of this council to comment on how the dualling of the A48 would ease congestion on the road network, but the viability and deliverability, given constraints such as the bridge over the river and the railway bridge, must be questioned. This council certainly questions the wisdom of so much development over the next 12 years along this stretch of road. The actual ability of people to access town, shops, schools etc when the housing developments are stranded on the “wrong” side of the road, is a very real issue which is certainly not addressed sufficiently in the LDP. In order for the developer to be able to afford the contributions to the infrastructure upgrades and irrespective of the actual housing needs, it will be necessary, at Island Farm, to build a high-density development. This is however, inimical to the requirements of, and within, the LDP with regard to Placemaking and active travel (being on the wrong side of a busy road). Residents of Island Farm have brought to the attention of this council, the danger of crossing the A48 and near-misses at the existing pedestrian crossing signs. It is argued that this danger is bound to increase with more development to the south of the A48. It is contrary to the stated aims in the LDP to promote wellbeing. It would certainly not allow for active travel given the extensive and dangerous barrier of the A48 to both</p>	<p>COM1(2): Craig y Parcau</p>	<p>doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site’s location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Reference to the proposed road dualling of the A48 has been removed from the Replacement LDP, with intentions focussed on capacity enhancements between Waterton and Laleston, A48/A473, Bridgend</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages between the site, the Town Centre, Brynteg Comprehensive School and surrounding environs. In addition proposed Policy PLA2 will require the site’s green infrastructure network to extend to Newbridge Fields, thereby capitalising on proposed active travel route INM-BR-49 and establishing a ‘green lung’ that</p>
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	<p>developments and would clog up existing rural lanes. The LDP makes a favourable comparison, in terms of traffic volumes, with the previous application for sports village and science park extension, which was granted approval. This council, whilst not being experts in traffic reports, suggests that this is far from a like for like comparison and therefore respectfully questions the inclusion within the LDP deposit consultation document, and may be seeking further expert clarification in due course to present to the Council.</p>		<p>connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents. Housing allocation COM1(2) will also be required to provide a link/extend route on A48 to connect the adjacent site (PLA2) in addition to widening footway on southern side of A48 to 3m and extend length on both southern and northern side. Broadlands roundabout will also be required to be upgraded for pedestrians and cyclists.</p> <p>The site promoter's Transport Assessment has identified that with exception of the A48 proposed site access junction, and the Ewenny Road Roundabout in the AM peak hour, and the B4265 / Ewenny Road junction in both peak hours, the revised Island Farm and Craig y Parcau proposals will result in lower traffic flows through all junctions across the assessment network over both the AM and PM peak hour periods, compared to the previous consented development proposals on the Island Farm Site. As the consented flows are technically already considered to be existing on the highway network, this revised scheme will provide traffic reduction improvements across the local highway network. Previous assessment work on the Island Farm site has identified that the Broadlands Roundabout, Ewenny Roundabout, and Picton Close Junction all show capacity issues in forecast year assessment scenarios both including and excluding the consented Island Farm proposals traffic. Although the revised Island Farm and Craig y Parcau proposals in general bring traffic reductions across these junctions (from what was previously consented), with consideration of background traffic growth alone, these junctions will still likely require mitigation to operate within capacity during future forecast years. The reduction in flows as a result of the revised Island Farm proposals however, may mean that any mitigation measures implemented can potentially achieve greater capacity improvements at each junction. The revised proposals at the Island Farm and Craig y Parcau sites include three separate vehicle access points onto the local highway network (compared to just two within the consented scheme). All three site access junctions are expected to operate within capacity under the revised Island Farm and Craig y Parcau proposals. An updated assessment at all three identified junctions, and the site access junctions will be undertaken as part of a future supporting Transport Assessment for the revised development, which will ideally include up to date baseline traffic flows as the basis for the assessment (Covid restrictions allowing).</p>
1233	Fully support this concept	Support for Design and sustainable placemaking policies.	Comment/Support noted.
573	<p>I refer to the "template letter" which has been used by many residents as a basis for their objections. I wish to endorse the contents of that letter, a copy of which I have already signed and transmitted to BCBC. I also ask that this site should be deleted from the LDP proposals, on the following additional grounds. Where appropriate I refer to pages (P.) and paragraphs (Pr.) of the Deposit Consultation Document. P.74, Pr. 52.21: Coalescing of communities References in this paragraph claiming that the development would "form a natural green buffer" is nonsensical. The proposal takes a green wedge, which is already a "natural green buffer" beyond the built-up boundary of Bridgend and urbanises it by shifting</p>	<p>Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.</p>	<p>The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus</p>

<p>that boundary to the west, encroaching on a Special Landscape Area and covering it with housing. The last sentence of this paragraph admits to this encroachment by referring to a plan to prevent any “further encroachment” using a legal agreement. This plan does not exist. No evidence is provided to guarantee that this agreement ever will exist. The contents of this paragraph are not consistent with the “Masterplan Development Principles” mentioned at P.71, Pr.(d). To the east of the green wedge is the community of Bryntirion which, with its adjoining communities of Cefn Glas, Llangewydd Court, West House and Broadlands, constitute a densely populated outer suburb of the town of Bridgend. To the west of the green wedge is the village of Laleston, which while being part of a wider Laleston Community Council area, is also currently recognisable as a distinct village community. Laleston village currently benefits from the proximity of the urban area to the east, for access to shops, secondary school and other services. Bryntirion benefits from its proximity to Laleston, for its green, rural aspect, access routes and footpaths which improve the quality of life. Removing the green wedge would present a miserable aspect to both communities and would reduce amenity to residents over a wide area and have negative visual impact on this important gateway into Bridgend town. The developers might argue that they are not coalescing communities, and that their development is confined to the community of Bryntirion. This argument will not stand up to scrutiny. It will not wash. It is not being cynical, but realistic, to suggest that when marketing their houses, the developers would advertise them as being in Laleston, and not Bryntirion. This would make a substantial difference to their house prices at no extra cost. The prospective developer cannot have it both ways. In Appendix 5, P.20 the statement by the consultants engaged by the developer that there are “no significant</p>		<p>on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New routes should be provided to accord with the proposed routes within the Council’s Active Travel Network Maps:INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, BRC9b.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended</p>
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<p>effects”, that Laleston will “retain its character as a discrete settlement” and that coalescence has an “impact of a minor order” are open to serious challenge, and acquiescence on this flimsy “evidence” by the planning authority could even form a firm basis for judicial review. Despite claims made in the Deposit Document the development would objectively coalesce the two communities. The development would end Laleston as a village and remove a green space from the visual and physical amenity of residents of Bryntirion and other urban areas to the west and south. P.71, Pr. (a) refers to an “urban extension of Bridgend”. This is inconsistent with the claim that communities are not being coalesced. If BCBC planners were to support the developers in this inconsistency, they would be guilty of bad planning.</p>	<p>changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under ‘Cultural Heritage’, which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.</p>
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			<p>Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach to potential landscape and visual opportunities and constraints.</p> <p>The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site. However, the embedded mitigation and the approach to design is considered to minimise adverse effects over time as the proposed landscape establishes and overall the predicted effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site.</p> <p>The appraisal included a review of national and local policy, landscape character and visual amenity. The appraisal included assessment of the National Landscape Character Assessment (NLCA), LANDMAP, and Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) in addition to an on-site assessment. The appraisal confirms that the site relates well both in landscape and visual terms to the existing landscape and settlement, and that the site represents a logical extension to Bryntirion provided a considered design is sensitive to the site's existing characteristics. The design appraised responds sensitively to assets on site such as the Bridgend Circular Walk, the byway, the hedgerow network and vegetated site boundaries. As such the proposals put forward at this stage are considered to be a thoughtful and easily assimilated future development of this site.</p> <p>Mitigation measures include:</p> <ul style="list-style-type: none">• The Laleston Meadows SINC would be brought into regular long-term management. This would protect the visual amenity and landscape character of this northern part of the site. A landscape buffer would set development back from the SINC, and dwellings would front onto it. The SINC could be used as a mitigation receptor site (in ecological terms) and the grazed fields currently within the SINC could be improved by the proposals as well as maintained in the long term. The SINC offers a great opportunity for informal and natural play on site provided increased public access would not clash with its ecological function;• The site contains very few of the key characteristics listed in the published documents on Laleston SLA. The site has a strong network of hedgerows, some which would be lost and the field pattern replaced by urban form. However, the retained hedgerows and trees would be protected by landscape buffers and some of the character of the SLA within which the site lies would be retained;• Provision of structural landscaping, a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. Areas of open space would be bolstered by considered structural planting to create an aesthetically pleasing urban development which is well integrated with the proposed landscape strategy and the settled landscape character currently experienced in the local area;
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		<ul style="list-style-type: none">• Retention of existing landscape features (hedgerows and trees) is a priority of the emerging proposals as it forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site;• Adequate replacement planting of local species in appropriate locations to compensate for any loss of trees and hedgerows, and enhancement planting; and• The location of public open space, public footpaths and the street-alignment has been designed to protect and reflect local character. <p>Through consideration of the findings above, it is anticipated that any notable landscape and visual effects resulting from the addition of the proposed scheme would be localised in extent and contained within a c.400m radius of the site, despite the site's relatively open character.</p> <p>Overall it is considered that the masterplan framework proposed for the site has been sensitively designed through a landscape and ecology-led approach, with appropriate incorporation of mitigation measures in order to address concerns of the site in relation to landscape and visual matters. As such, the promotion of this site for residential development should be considered an acceptable extension to the existing settlement of Bryntirion which would not cause significant or wide-ranging adverse effects upon its surrounding landscape context.</p> <p>Policy PLA3 will ensure that the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through the inclusion of mitigation measures and provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must also not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape.</p> <p>In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutorily and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.</p> <p>Given the combination of designated sites, it is concluded that any future planning submission will need to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC and its associated designated features will be retained. Furthermore, such retained features will be further protected from potential harm, damage and disturbance through the sensitive design of built development away from SINC boundaries and inclusion of suitable buffers.</p> <p>The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will provide substantial potential for a balanced provision of areas of informal public open space and wildlife zones. When linked with proposed POS and play areas across the developable site this will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during the development of adjacent land.</p> <p>An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include the native hedgerows delineating the northern boundary and internal field boundaries in addition to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys</p>
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		<p>identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered for their potential to support great crested newt.</p> <p>The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought to locate development across those habitats of predominantly limited ecological value whilst retaining boundary habitats as far as possible. Where retained, such features have been accommodated within proposed informal green space and sustainable transport links, which ultimately enhances connectivity throughout the Site and contributes to the wider green infrastructure resource.</p> <p>Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit predominantly species-poor or defunct), the site is considered to be of sufficient size and extent to enable future development proposals to flexibly avoid and/or mitigate for any significant ecological constraints and compensate where necessary. This will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.</p> <p>The report also highlights further detailed habitat and species surveys which are recommended to inform a planning application and ensure proposed mitigation is appropriate and proportional. These include a Dormouse survey, which was raised in comments received from NRW. Policy PLA3 will require the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. PLA3 will also require the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p> <p>Policy PLA3 will require development to incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Additionally, PLA3 requires 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With regards to education and comprehensive school provision, a contribution will be taken in accordance with the Education Facilities and Residential Development SPG and a decision will be made by the Local Education Authority as to how the sum will be utilised.</p> <p>In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site.</p> <p>With respect of drainage, the site promoter has prepared a high-level drainage strategic of which confirms that the site is located with DAM Zone A, which is used within Technical Advice Note 15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This reflected in comments received</p>
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		<p>from NRW, and in the Strategic Flood Consequence Assessment (SCFA which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SFCA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.</p> <p>A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.</p> <p>In terms of the impacts on primary healthcare provision, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>The site promoter commissioned Air Quality Consultants to undertake an Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic emissions arising from the additional traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations have been modelled for a number of worst-case receptors, representing existing properties where impacts are expected to be greatest. In addition, the impacts of traffic emissions from local roads on the air quality for future residents on the proposed development have been assessed.</p> <p>The assessment has demonstrated that concentrations of PM10 and PM2.5 will remain below the objectives at all existing receptors in 2022, with or without the proposed development, and that all impacts for these pollutants will be negligible.</p> <p>In the case of annual mean nitrogen dioxide, concentrations will remain below the objective at all but one existing receptor (representative of 6-8 homes) in 2022, with or without the proposed development. However, it is now considered unlikely that any new homes within the development will be occupied before 2024, by which time it would be reasonable to expect concentrations at these 8 homes to be below the objective. The assessment has demonstrated that the impacts in terms of annual mean nitrogen dioxide concentrations of the full development traffic being on the roads in 2022 will be negligible everywhere other than at this one receptor, where the impact under this scenario would be moderate adverse. However, bearing in mind that no new homes will be occupied before 2024, and the development is unlikely to be complete and thus generating its full traffic volumes until the 2030s, this scenario is unrealistically worst-case. Applying professional judgement, it is considered most likely that the actual impact of the development at these 8 homes will also be negligible in all years from the first occupation in 2024.</p>
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			<p>The effects of local traffic on the air quality for future residents living in the proposed development have been shown to be acceptable at the worst-case locations assessed, with concentrations being well below the air quality objectives. As such, the overall operational air quality effects of the development are judged to be 'not significant'</p> <p>The proposed allocation is supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The Transport Assessment reflects the number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA3 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p>
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			<p>Proposed Policy PLA3 prescribes a number of placemaking principles for Land West of Bridgend, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p> <p>The site promoter's Transport Assessment confirms that the traffic effect of 850 dwellings is forecast to be in the order of 269 and 243two-way movements in the AM and PM peak hours respectively, although this is considered worst case as attitudinal change towards travel progresses. This quantum of trips equates to just over 4vehicles per minute two-way, diluted across the local highway network. The assessment concludes that the development provides opportunities to create a new western edge to Bridgend in a self-sustaining site offering community facilities suitable for day to-day living. In this way, the transport case for mobility provides the options necessary to promote sustainable travel modes before the private vehicle. The design of the environment, the travel planning and the locational advantages, together with the Mobility Strategy means there is a major benefit for existing and new residents, significantly improving travel choice, for commuting, leisure and social journeys and hence social inclusion. Working from home and from a third-place such as a non-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
147	Placemaking is essential if we are to have quality developments that focus on health and wellbeing	No changes – support for placemaking polices	<p>Comments noted.</p> <p>Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. In achieving sustainable development, the Replacement LDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve Good Design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area, in addition to harming the collective street scene. Various elements (e.g., visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts.</p> <p>This will be achieved through the implementation of Policy SP3: Good Design and Sustainable Place Making, which will require all development proposals to be supported through the submission of appropriate design and technical information to demonstrate compliance with 2 overarching and 14 detailed policy criteria</p>
107	The design and sustainable placemaking policies of the Deposit Replacement LDP do not take into account the impact on	No changes – concern over	Comments noted. The Vale of Glamorgan Council have been consulted at all stages of the Replacement LDP preparation.

	neighbouring communities in the Vale of Glamorgan	impact on Vale of Glamorgan	
1020	You are ruining our places. It's an insult to suggest anything else. 4 years ago I asked if you would invite the 20 town and community councils to develop place plans that could feed into the draft LDP. You arrogantly dismissed it out of hand. BCBC don't care about the 'local context'.	No changes – concern over impact on existing communities	<p>Comments noted.</p> <p>Strategic Policy SP6 of the Replacement LDP, supports the use of Place Plans to identify small, local development sites that reflect local distinctiveness and address local, specific community scale issues and promote self and custom build opportunities (See Policy SP6 Sustainable Housing Strategy, p99). By its very nature, this requires the Town and Community Councils and/or related steering groups to be involved in preparation of the Place Plans for their community area. This will allow local groups to take the initiative and help promote (i.e., via development briefs) small, locally distinctive developments at a scale commensurate with the respective settlement and in accordance with the Replacement LDP.</p> <p>This Replacement LDP recognises the importance of facilitating development on a range of smaller sites, whilst acknowledging that distinctive approaches can be required or preferred to bring forward development in certain vicinities. These approaches include initiatives such as place plans, co-operative housing, self-build plots and custom build opportunities alongside other forms of development.</p>
121	Members feel strongly that much needs to be done to improve Bridgend town to make it more accessible and inviting. Members feel a stop should be put on charity shops being opened in the area and strategies put in place for sustainable growth and to improve footfall to the town. Bridgend used to be a thriving market town. Now, the out of town facilities far outweigh those in the town and Bridgend town needs urgent support to turn this around. Car parking needs to be free and roads opened up for disabled people to have access. The empty shops could be used as 'pop-up-shops, perhaps for local crafts people to show their wares, at a reduced rent. Perhaps several local crafts people could join forces. Pop-up shops are a great idea and having regular changes on wares/what's on offer will encourage people to come into the town more regularly.	No changes – concern over Bridgend Town Centre	<p>Strategic Policy SP12 of the Replacement LDPs promotes Town, District and Local Centres throughout the County Borough as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve. The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The retail hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities whilst at the same time more flexible planning policies and retail boundaries within town centres will attract a wider array of uses including health, residential and flexible co-working spaces alongside areas of open space. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p> <p>The Shopping Area boundaries for Bridgend Town Centre has been reviewed against the existing distribution of uses and likely future requirements. As a result, the Primary Shopping Areas has been condensed to create a consolidated retail core. An additional Secondary Shopping Area has been identified on the proposals map for Bridgend to create greater flexibility and promote the potential for a wider range of uses.</p> <p>The Council consulted on a Town Centre Masterplan in 2020-21. The masterplan is regeneration focussed and outlines a vision for a liveable and vibrant community. It identifies a series of ambitious and deliverable projects for the next ten years that will support future economic growth and secure more benefits and opportunities for Bridgend County Borough. More details can be found on the Council website.</p>
71	environmentally sensitive design , green spaces and tree planting essential	Sustainable and environmentally friendly design essential	<p>Comments noted. Strategic Policy 2 seeks to ensure that design is environmentally sensitive.</p> <p>Furthermore, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See</p>

			<p>Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
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Title: Do you have any comments to make on the active, health, cohesive and social communities policies?

ID	Comment	Summary of changes being sought/proposed	Council response
51	<p>The only thing this policy seems to say is that new houses need to be built and why. No real substance to this policy. lots of communities have no room for development. Large scale building of new homes seems like it would go against the policy to protect and enhance the natural landscape. Can't make a new doctors, dentist, pharmacy or public transport be available in new areas so could lead (as there is now) large scale developments with no services, this also includes small corner shops etc on new build sites.</p>	<p>Concern in relation to the active, health, cohesive and social communities' policies, natural landscape and impact of development on services.</p>	<p>Comment noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. Sites will be required to deliver affordable housing, education provision, recreation facilities, public open space, active travel provision plus appropriate community facilities.</p>

			<p>In terms of enhancing the natural landscape, the Deposit Plan is accompanied with a technical supporting evidence base, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>In terms of infrastructure, policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
47	The question preamble includes "The Deposit Replacement LDP will seek to maximise planning contributions to provide integrated affordable housing within high need area, where viable. Nowhere in any report does it state that the Porthcawl	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront	Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed

<p>Community 'needs' 1200 new houses in line with the above criteria. It is an open secret that BCBC is responding to perceived commercial pressures to provide housing land where developers can make the best profit rather than using new housing developments as an opportunity to drive economic and social renewal across all communities within the County Borough. The RLDP is actually explicit in acknowledging that sites in Porthcawl, Pyle and Bridgend have served to neglect the valleys because 'builders don't want to build there'. This is unacceptable as within reason housebuilders will build on any blade of grass given the chance. BCBC must show more courage and ambition for all communities where some are under developed whilst others are becoming overdeveloped. By investing in enhancing a community as a nice place to live with good infrastructure and environmentally sound and attractive then that will enable young people who don't want to have to move away from their community to buy a house to stay local. The UK and indeed the world will emerge from the pandemic in a very different place on the scale of an industrial revolution. New housing in deprived or left behind communities across the borough can benefit from the driver that new housing is. The preamble continues; "Growth in housebuilding also brings new opportunities to secure accompanying infrastructure such as improved education provision, leisure facilities and transport links. It is essential that the quality of life of all of the county borough's residents is sustained and adequately catered for, and that community services and social facilities continue to address their needs". This only underpins the point I am making. Make no mistake housing developers want to build in areas where they can charge the highest prices for their product. Concentrating on high price areas like The Sea Front in Porthcawl means that even 'affordable housing' will be expensive and probably the last place to try to provide that. It will be out of the reach of many county borough residents wanting to</p>		<p>the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>In terms of allocated Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>Additional long-term Regeneration Sites are also proposed for allocation (See Policy COM1(R1-R3)), located within parts of the County Borough that will benefit the most and also those that exhibit opportunities to deliver the greatest positive impacts of such growth. However, as referenced in Planning Policy Wales, the housing land supply will not be dependent on these additional long-term Regeneration Sites, as they require longer lead-in times, preparatory remediation-based enabling works and more detailed strategies to enable their delivery.</p> <p>The Ogmore and Garw Valleys are not identified as areas that will accommodate significant growth in recognition of their topographical and viability based constraints. However, these areas would benefit from community based regeneration and are therefore designated as Regeneration Areas in recognition of the fact that a range of approaches are required to incite community investment opportunities.</p> <p>In terms of the pandemic, the Council has also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review).The report evaluates the foundations of the Plan's strategic direction to determine whether the Vision, Strategic Objectives, Strategic</p>
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	<p>get onto the housing ladder. At the end of the day quality housing of which some is classed as 'affordable' does not alter the cost of land or of building. Somewhere within the chain someone takes a hit. "The planned increase in housing supply will also act as a key driver of economic growth across Bridgend and the wider regions". This is exactly the point I am making for a fair share of investment in Valleys in infrastructure in valley communities.</p>		<p>Policies and supporting technical studies remain appropriate given the emerging impacts of the pandemic. It also considers whether any updates and/or modifications are necessary to ensure the Replacement LDP remains sufficiently flexible to accommodate any potential eventualities. In terms of Strategic Policy 7: Sustainable Housing Strategy, a refreshed analysis of the existing Demographic Forecasts and Analysis Paper has been completed, which includes a fact-check of the extant evidence base and an addendum that considers the latest dwelling completions, mid-year housing estimates and 2018-based household projections. However, it will be of paramount importance to not sacrifice the principles of sustainable development and the aims and objectives of the Replacement LDP in the outright pursuit of economic recovery. However, it's important to note that the plan covers a 15 year period of which is difficult to understand the true impacts of the pandemic at this stage.</p> <p>In terms of affordable housing, a Plan-Wide Viability Assessment (2021) (See Appendix 32) was prepared to determine the extent to which the LDP can contribute to the need identified for affordable housing across the County Borough over the plan period. The Assessment considered the broad levels of development viability across the County Borough's seven Housing Market Areas as identified within the LHMA and was supplemented with site specific viability testing for those sites key to delivery of the Plan. This process informed the contribution that sites (within different market areas) can make to the delivery of infrastructure, affordable housing and other policy requirements. These requirements are reflected in Development Management Policy COM3. As such, it was considered viable for the development of Porthcawl Waterfront to provide 30% affordable housing on-site.</p>
480	<p>is there any plans to control the conversion of existing family sized homes into flats?</p>	<p>Are there any plans to control the conversion of existing family sized homes into flats</p>	<p>Comments noted. The Replacement LDP contains development management Policy COM7: Houses in Multiple Occupation of which permits the conversion of existing buildings into a House in Multiple Occupation (HMO), bedsits or other forms of shared housing within defined settlement boundaries subject to accordance with the outlined criteria.</p> <p>Furthermore, proposals for the sub-division of dwellings will be subject to the relevant policies and supplementary planning guidance including:</p> <ul style="list-style-type: none"> - Policy SF1: Settlement Hierarchy and Urban Management - Policy SP3: Good Design and Sustainable Place Making - Policy PLA11: Parking Standards - Policy SP6: Sustainable Housing Strategy - Supplementary Planning Guidance 02: Householder Development - Supplementary Planning Guidance 17: Parking Standards
520	<p>Priority should be given to young families with familial connections to Porthcawl, as they simply cannot afford to live here at the moment.</p>	<p>Priority should be given to young families with familial connections to Porthcawl, as they simply cannot afford to live here at the moment</p>	<p>Whilst it is beyond the scope of the LDP to control the occupants of new homes, the Council has prepared an updated Local Housing Market Assessment (LHMA) for the County Borough (See Appendix 23). This assessment has informed the Replacement LDP to ensure the plan will provide an appropriate contribution to affordable housing provision, through viable thresholds and proportions.</p> <p>While additional affordable housing is needed throughout the County Borough, this varies by Housing Market Area in terms of quantity and type, with Bridgend having been identified as the highest housing need area. This evidence, combined with the Settlement Assessment (See Appendix 19) and Spatial Strategy Options (See Appendix 43) Background Paper, informed the classification of Bridgend as the Primary Key Settlement within the Settlement Hierarchy and the primary focus for sustainable growth. Equally, the LHMA identified high need within and informed classification of the other Main Settlements in the Strategy (including Pencoed, Porthcawl and the grouped settlement of Pyle, Kenfig Hill and North Cornelly), along with moderate need in Maesteg. The Spatial Strategy has therefore been developed to maximise affordable housing delivery in high housing need areas.</p> <p>The LDP is one significant means of addressing this shortfall, although it must be recognised that its policies and allocations are not the only mechanism to deliver affordable housing. The Plan-Wide Viability Assessment</p>

			<p>(2021) (See Appendix 32) was therefore prepared to determine the extent to which the LDP can contribute to the need identified for affordable housing across the County Borough over the plan period. The Assessment considered the broad levels of development viability across the County Borough's seven Housing Market Areas as identified within the LHMA and was supplemented with site specific viability testing for those sites key to delivery of the Plan. This process informed the contribution that sites (within different market areas) can make to the delivery of infrastructure, affordable housing and other policy requirements. These requirements are reflected in Development Management Policy COM3.</p> <p>During the plan period, development proposals within the LDP are expected to deliver a total of 1,977 affordable dwellings across the County Borough in order to contribute to the level of housing need identified by the LHMA. The remaining need for affordable housing (identified in the LHMA) will need to be delivered through a range of other mechanisms. These mechanisms include capital grant funding (Social Housing Grant or otherwise), self-funded Registered Social Landlord developments, private sector leasing schemes, re-utilisation of empty homes and re-configuration of existing stock. However, these mechanisms are outside the scope of the LDP itself, especially considering that past availability of capital funding (notably Social Housing Grant) does not provide a robust indication of the future availability of funding over the life of the LDP.</p>
573	<p>PLA3 - Land West of Bridgend. This proposal will put unmitigated strain on infrastructure, such as roads, air quality and secondary school places. The argument that this increase in housing will drive economic growth is a fallacy. There is absolutely no evidence to support this ridiculous claim. No evidence exists to show that 2000 + houses since the year 2000 at nearby Broadlands has had any substantial effect on economic growth across Bridgend. It is far more likely that the majority of travel to work journeys from Broadlands are to destinations outside Bridgend County.</p>	<p>Concerns regarding Strategic Allocation PLA3: Land West of Bridgend / infrastructure / employment</p>	<p>Comments noted. As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential units, including affordable housing will be accompanied with a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>In terms of education, Policy PLA3 requires 2.3 hectares of land to accommodate a 1.5 form entry primary school with co-located nursery facility and a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG.</p> <p>The site promoter commissioned Air Quality Consultants to undertake an Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic emissions arising from the additional traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations have been modelled for a number of worst-case receptors, representing existing properties where impacts are expected to be greatest. In addition, the impacts of traffic emissions from local roads on the air quality for future residents on the proposed development have been assessed.</p> <p>The assessment has demonstrated that concentrations of PM10 and PM2.5 will remain below the objectives at all existing receptors in 2022, with or without the proposed development, and that all impacts for these pollutants will be negligible.</p> <p>In the case of annual mean nitrogen dioxide, concentrations will remain below the objective at all but one existing receptor (representative of 6-8 homes) in 2022, with or without the proposed development. However, it is now considered unlikely that any new homes within the development will be occupied before 2024, by which time it would be reasonable to expect concentrations at these 8 homes to be below the objective. The assessment has demonstrated that the impacts in terms of annual mean nitrogen dioxide concentrations of the</p>

			<p>full development traffic being on the roads in 2022 will be negligible everywhere other than at this one receptor, where the impact under this scenario would be moderate adverse. However, bearing in mind that no new homes will be occupied before 2024, and the development is unlikely to be complete and thus generating its full traffic volumes until the 2030s, this scenario is unrealistically worst-case. Applying professional judgement, it is considered most likely that the actual impact of the development at these 8 homes will also be negligible in all years from the first occupation in 2024.</p> <p>The effects of local traffic on the air quality for future residents living in the proposed development have been shown to be acceptable at the worst-case locations assessed, with concentrations being well below the air quality objectives. As such, the overall operational air quality effects of the development are judged to be 'not significant.</p> <p>In terms of employment, as detailed within the Employment Background Paper, the Replacement LDP evidence base has evaluated a comprehensive range of growth options and analysed the link between different levels of population change and the size and profile of the resultant resident labour force. This has ensured development of a Growth Strategy that is most appropriate to achieve an equilibrium between the number of economically active people remaining within and moving into the County Borough plus the number of employers relocating and/or expanding within the same vicinity. One of the key aims of the Plan is to minimise the need for out-commuting. The relationship between housing growth and employment provision has been very carefully considered to this end. Therefore, the Deposit LDP does not seek to transform Bridgend County Borough into a commuter area for Cardiff and Swansea, and this is the opposite aim of what the strategy is seeking to achieve. The level of growth proposed is considered the most appropriate to achieve an equilibrium between new homes and employment provision, balanced against other key infrastructure requirements, and connected through enhanced active travel opportunities. This is detailed further within the Employment Background Paper.</p>
520	<p>At the moment, Porthcawl desperately needs affordable housing but high house prices here hinder this aspiration. When our town becomes an urban sprawl on the seafront, house prices will inevitably reduce, but surely that is not the intention of planners ?</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / affordability</p>	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p>

			<p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>Whilst it is beyond the scope of the LDP to control house prices, Policy PLA1 requires development to incorporate an appropriate mix of dwelling sizes and types to meet local housing needs, including 30% affordable housing units to be integrated throughout the development.</p>
520	This is a green experiment and relies on us all abandoning the motor car. That will never happen and increasing Porthcawl's population while simultaneously removing its largest car park will hinder not help Porthcawl.	Concerns regarding parking within Porthcawl	<p>Comments noted. In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>The authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of public transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p>
848	No	No changes proposed	Comments noted.
1405	'Growth in house building also brings new opportunities to secure accompanying	Concerns Strategic Allocation PLA1:	Comments noted. In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the

<p>infrastructure such as improved education provision, leisure facilities and transport links. The occupiers of the new homes ultimately place more demand on the existing infrastructure, which is already at capacity in some areas. The strategy itself recognises that building new homes will put more demand on existing infrastructure which is already at capacity. More properties cannot be built without extra facilities being provided. During the summer months' extra pressure is placed on doctors, dentists etc as services have to cater for the extra numbers that flood into Trecco Bay Caravan Park. Our youngsters who leave to go to university never come back to live in Porthcawl as there is nothing here for them. Jobs, nightlife etc. There is a fantastic opportunity here to create something special in Sandy Bay for all age groups if the area isn't flooded with housing e.g 'The bowl' could be converted quite easily to an outside velodrome for cycling and other sporting activities. The site lends itself to being surrounded by an amphitheatre type low level seating area and made to blend in really well with the surrounding dunes and grassland.</p>	<p>Porthcawl Waterfront / Infrastructure / leisure facilities</p>	<p>development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>As with all large scale regeneration sites there are a range of key pieces of infrastructure that will need to be delivered in order to unlock the development potential of this brownfield site. In addition to the key infrastructure required to facilitate the development, the regeneration area provides an opportunity to co locate other strategic infrastructure that would mutually benefit both the proposed development and the existing town. The key enabling infrastructure required to facilitate the proposed development of Porthcawl Waterfront includes the following key requirements:</p> <ul style="list-style-type: none"> • Coastal defence improvements; • New public open space; • Drainage infrastructure; • New road and roundabout; • Active travel improvements; • Education provision; and • Utility connections and upgrades <p>In terms of health the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress. However, the Health Board is confident that it has identified the additional pressures created by the Local Development plans and that its own estates and sustainability plans articulate the action required to respond to this.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and</p>
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			<p>better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p>
1496	<p>As more residential properties are built in Porthcawl, further straining, which is at full capacity already, for the schools, dentists, surgery etc and the towns limited road network and infrastructure the Well Being of residents will suffer. Residents well being is already compromised due to the volume of cars and lack of parking facilities.</p>	<p>Concerns Strategic Allocation PLA1: Porthcawl Waterfront / Infrastructure / parking</p>	<p>Comments noted. In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>As with all large scale regeneration sites there are a range of key pieces of infrastructure that will need to be delivered in order to unlock the development potential of this brownfield site. In addition to the key infrastructure required to facilitate the development, the regeneration area provides an opportunity to co locate other strategic infrastructure that would mutually benefit both the proposed development and the existing town. They key enabling infrastructure required to facilitate the proposed development of Porthcawl Waterfront includes the following key requirements:</p> <ul style="list-style-type: none"> • Coastal defence improvements; • New public open space; • Drainage infrastructure; • New road and roundabout; • Active travel improvements; • Education provision; and • Utility connections and upgrades <p>In terms of health the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the</p>

			<p>Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress. However, the Health Board is confident that it has identified the additional pressures created by the Local Development plans and that its own estates and sustainability plans articulate the action required to respond to this.</p> <p>With regards to education, Policy PLA1 requires 1.8 hectares of land to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary school provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development.</p> <p>In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>The authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of public transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p>
1040	<p>The strategy of paying for new infrastructure and facilities, through allowing housing development is understood as is the requirement for affordable housing. The existing infrastructure, biodiversity and recreation opportunities and the impact of high density housing development on them should not be down-played however. Building more houses and increasing the population to pay for more infrastructure is arguably not a sustainable policy.</p>	<p>Impact upon existing infrastructure, biodiversity and recreation should not be downplayed</p>	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as</p>

			<p>Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
1233	<p>Much of the previous development has outgrown the existing infrastructure and service & health sectors. These should be FULLY addressed and resolved prior to ANY further large scale developments in the county-borough. It would be great to see more scope for self-builds, custom-builds and sustainable eco-builds in the area though.</p>	<p>Concerns relating to lack of existing infrastructure and service and health sectors.</p>	<p>Comment noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and</p>

			<p>deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>In terms of Infrastructure, Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>In terms of GP surgeries the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>In terms of supporting self-builds, custom-builds and sustainable eco-builds, the Plan has designated Ogmere and Garw Valleys as regeneration areas, which would benefit from community based regeneration. These areas would aim to enable development of a scale and nature that is tailored to community needs, whilst, diversifying</p>
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			<p>and strengthening local economies, connecting communities to wider opportunities and protecting their high quality environments. Regeneration Areas therefore aim to capitalise on their rural surroundings to promote active lifestyles, grow the tourism industry and facilitate smaller-scale development on primarily brownfield sites. This latter element recognises that distinctive approaches are required to bring forward development in these areas, which could include initiatives such as co-operative housing, self-build plots and custom-build opportunities alongside other forms of development.</p>
129	<p>In relation to Penyfai: •GREEN SPACE Residents believe the LDP should recognise and mark both the Pheasant Field (Pen y fai Kick about area) and Cavendish Park as green leisure spaces. oWe request these green spaces be recognised and marked as such in the published LDP. •TRAVELLER/ROMA SITE COURT COLMAN: There is a small settlement proposed in Court Colman (SP7 (for the Travelling /Roma community the key for which appears to be missing on the plans. The ward of Aberkenfig already has a site less than 1 mile away from the one proposed. Also the LDP plans to place one in Bryncethin. Residents understand the need for such sites for the travelling /Roma community, but are opposed to the current plan concentrating on the ward and immediate area, particularly in a rural area of natural beauty (near Pennsylvania Woods). The area is a valued ecological habitat area which, in a network to surrounding sites and woodlands, contributes to wider biodiversity. We ask BCBC to consider other options for placing this site outside of the wards. o Pen y fai residents are opposed to this and wish for a more appropriate site to be considered. • 'SMALL DEVELOPMENTS: Smaller scale developments in recent years have eroded green space, ecologically rich habitats, and changed the face of our community as well as put additional pressure on infrastructure. This fundamentally flies in the face of what the LDP (this one and the previous on) states it will not do. Additionally, such developments often fail to make a full case that they are meeting the overall objectives of the LDP. There seems to be a lack of consideration of sustainable communities and the Wellbeing of Future Generations Act within the plan. The LDP notes that 'small developments' may be placed in Penyfai,</p>	<p>Concerns relating to gypsy and traveller provision, loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.</p>	<p>Comments noted. Regarding potential gypsy and traveller site allocations, it is a Welsh Government requirement for all Local Authorities to undertake a Gypsy and Traveller Accommodation Assessment the Housing (Wales) Act 2014 places a legal duty on the Council to meet any identified Gypsy and Traveller accommodation needs. These needs have to be considered as part of the Replacement LDP process and the plan to propose sites to meet any identified need to comply with statutory legislation.</p> <p>The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined</p>

<p>but fails to identify places candidate sites and therefore we do not feel it is a complete or sufficient consultation document for Penyfai area. Residents wish it to be noted that they are opposed to 'small scale' developments and wish this to be removed from the plan. Permitted householder developments would be acceptable. Further housing developments are not required in village. Experience has shown where small developments have been built previously (and most recently) Colman Vale, it has not added any positive social or economic value or impact or benefit to the community whatsoever. In fact, it has put more pressure on our village roads, created more environmental disruption, huge inconvenience to residents and damage to householders property and grass verges that have been carefully planted up by NHCC over the years. It has created further unnecessary pressure on the infrastructure in terms of the local school and health care services. There are still no safe routes to schools and there is no safe walking route to the 'economically regenerated' sites such as Bridgend Town Centre from the village community it would not be sustainable development. Residents wish the LDP to delete small scale developments as permissible in Penyfai Village. In relation to Aberkenfig Information from Aberkenfig and Tondu Community Associations. Proposals we believe will impact directly and indirectly on our area Include:</p> <ul style="list-style-type: none"> • Three separate parcels of land south of Pont Rhyd-y-Cyff – 372 homes. • Former Cooper Standard/Cosi/Revlon factory, Ewenny Road, Maesteg – 138 homes (though the City Region project suggests it'll be more than this). • Maesteg Washery Reclamation Scheme – 135 homes • Coegnant Reclamation Scheme, Nantyllyllon – 100 homes. • Land between Bryntirion & Laleston – 850 houses (20% affordable), with a new primary school and 12.8 hectares of open space. A new signalled junction would be provided on the A473 with Llangewydd Road would be shut to vehicles at the Bryntirion end. • Land southeast of 		<p>based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p>
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<p>Pyle (everything between the railway and the M4) – The largest strategic site in the deposit LDP, potentially accommodating 2,000 new homes (15% affordable), two primary schools, a new local retail centre, a foot/cycle bridge over the railway linking to Pyle and 8 hectares of open space. Pyle railway station could be moved here to develop a transport interchange to improve links to Porthcawl. Sites for housing should be revised in light of the pandemic to ensure any empty office spaces as a result of Covid is repurposed and utilised first and foremost. The LDP should focus on converting this to housing and arts/cultural/hospitality to create a vibrant town centre. Targets for affordable housing are far too low all the evidence suggests relying on S106 is not delivering affordable or social housing.</p>		<p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.</p> <p>Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach to potential landscape and visual opportunities and constraints.</p> <p>The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site. However, the embedded mitigation and the approach to design is considered to minimise adverse effects</p>
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			<p>over time as the proposed landscape establishes and overall the predicted effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site.</p> <p>The appraisal included a review of national and local policy, landscape character and visual amenity. The appraisal included assessment of the National Landscape Character Assessment (NLCA), LANDMAP, and Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) in addition to an on-site assessment. The appraisal confirms that the site relates well both in landscape and visual terms to the existing landscape and settlement, and that the site represents a logical extension to Bryntirion provided a considered design is sensitive to the site's existing characteristics. The design appraised responds sensitively to assets on site such as the Bridgend Circular Walk, the byway, the hedgerow network and vegetated site boundaries. As such the proposals put forward at this stage are considered to be a thoughtful and easily assimilated future development of this site.</p> <p>Mitigation measures include:</p> <ul style="list-style-type: none">• The Laleston Meadows SINC would be brought into regular long-term management. This would protect the visual amenity and landscape character of this northern part of the site. A landscape buffer would set development back from the SINC, and dwellings would front onto it. The SINC could be used as a mitigation receptor site (in ecological terms) and the grazed fields currently within the SINC could be improved by the proposals as well as maintained in the long term. The SINC offers a great opportunity for informal and natural play on site provided increased public access would not clash with its ecological function;• The site contains very few of the key characteristics listed in the published documents on Laleston SLA. The site has a strong network of hedgerows, some which would be lost and the field pattern replaced by urban form. However, the retained hedgerows and trees would be protected by landscape buffers and some of the character of the SLA within which the site lies would be retained;• Provision of structural landscaping, a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. Areas of open space would be bolstered by considered structural planting to create an aesthetically pleasing urban development which is well integrated with the proposed landscape strategy and the settled landscape character currently experienced in the local area;• Retention of existing landscape features (hedgerows and trees) is a priority of the emerging proposals as it forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site;• Adequate replacement planting of local species in appropriate locations to compensate for any loss of trees and hedgerows, and enhancement planting; and• The location of public open space, public footpaths and the street-alignment has been designed to protect and reflect local character. <p>Through consideration of the findings above, it is anticipated that any notable landscape and visual effects resulting from the addition of the proposed scheme would be localised in extent and contained within a c.400m radius of the site, despite the site's relatively open character.</p> <p>Overall it is considered that the masterplan framework proposed for the site has been sensitively designed through a landscape and ecology-led approach, with appropriate incorporation of mitigation measures in order to address concerns of the site in relation to landscape and visual matters. As such, the promotion of this site for residential development should be considered an acceptable extension to the existing settlement of Bryntirion which would not cause significant or wide-ranging adverse effects upon its surrounding landscape context.</p>
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		<p>Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. PLA3 will also require the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p> <p>Policy PLA3 will require development to incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Additionally, PLA3 requires 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With regards to education and comprehensive school provision, a contribution will be taken in accordance with the Education Facilities and Residential Development SPG and a decision will be made by the Local Education Authority as to how the sum will be utilised.</p> <p>In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site.</p> <p>With respect of drainage, the site promoter has prepared a high-level drainage strategic of which confirms that the site is located with DAM Zone A, which is used within Technical Advice Note 15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment (SCFA which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SFCA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.</p> <p>A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.</p>
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		<p>Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA3 prescribes a number of placemaking principles for Land West of Bridgend, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p> <p>The site promoter's Transport Assessment confirms that the traffic effect of 850 dwellings is forecast to be in the order of 269 and 243two-way movements in the AM and PM peak hours respectively, although this is considered worst case as attitudinal change towards travel progresses. This quantum of trips equates to just</p>
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			<p>over 4vehicles per minute two-way, diluted across the local highway network. The assessment concludes that the development provides opportunities to create a new western edge to Bridgend in a self-sustaining site offering community facilities suitable for day to-day living. In this way, the transport case for mobility provides the options necessary to promote sustainable travel modes before the private vehicle. The design of the environment, the travel planning and the locational advantages, together with the Mobility Strategy means there is a major benefit for existing and new residents, significantly improving travel choice, for commuting, leisure and social journeys and hence social inclusion. Working from home and from a third-place such as a non-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
1243	<p>In relation to Penyfai: • GREEN SPACE: Residents believe the LDP should recognise and mark both the Pheasant Field (Pen y fai Kick about area - NHCC CAT Transfer for 35 years) and Cavendish Park BOTH as green leisure spaces. ! I request these green spaces be recognised and marked as such in the published LDP.</p> <p>• TRAVELLER/ROMA SITE COURT COLMAN: There is a small settlement proposed in Court Colman (SP7 (1) for the Travelling /Roma community - the key for which appears to be missing on the plans. The ward of Aberkenfig already has a site less than 1 mile away form the one proposed. Also the LDP plans to place one in Bryncethin. I understand the need for such sites for the travelling /Roma community, but am opposed to the current plan concentrating on the ward and immediate area, particularly in a rural area of natural beauty (near Pennsylvania Woods). The area is a valued ecological / habitat area which, in a network to surrounding sites and woodlands, contributes to wider biodiversity. I ask BCBC to consider other options for placing this site outside of the wards. ! I am opposed to this and wish for a more appropriate site to be considered.</p> <p>• 'SMALL DEVELOPMENTS: Smaller scale developments in recent years have eroded green space, ecologically rich habitats, and changed the face of our community as well as put additional pressure on infrastructure.</p>	<p>Concerns relating to gypsy and traveller provision, loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.</p>	<p>Comments noted. Regarding potential gypsy and traveller site allocations, it is a Welsh Government requirement for all Local Authorities to undertake a Gypsy and Traveller Accommodation Assessment the Housing (Wales) Act 2014 places a legal duty on the Council to meet any identified Gypsy and Traveller accommodation needs. These needs have to be considered as part of the Replacement LDP process and the plan to propose sites to meet any identified need to comply with statutory legislation. Furthermore, SP7 (1) was identified on the Deposit Plan Proposals Map Key and the site was demarcated on page 21.</p> <p>Regarding the recognition of Pheasant Field and Cavendish Park, both sites are captured in the Outdoor Sport and Children's Playing Space Audit and categorised as outdoor amenity space. On this basis, no changes to SP9 are considered necessary.</p> <p>The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys</p>

<p>This fundamentally flies in the face of what the LDP (this one and the previous on) states it will not do. Additionally such developments often fail to make a full case that they are meeting the overall objectives of the LDP. There seems to be a lack of consideration of sustainable communities and the Wellbeing of Future Generations Act within the plan. The LDP notes that 'small developments' may be placed in Penyfai, but fails to clearly identify potential places / candidate sites and therefore I do not feel it is a complete or sufficient consultation document for Penyfai area. I wish it to be noted that I am opposed to 'small scale' developments and believe this should be removed from the plan. Permitted householder developments would be acceptable. Further housing developments are not required in village. Experience has shown where small developments have been built previously (and most recently Colman Vale), it has not added any positive social or economic value or impact or benefit to the community whatsoever. In fact, it has put more pressure on our village roads, created more environmental disruption, huge inconvenience to residents and damage to householders property and grass verges that have been carefully planted up by NHCC using residents precept payments over the years. It has created further unnecessary pressure on the infrastructure in terms of the local school and health care services. There are still no safe routes to schools and there is no safe walking route to the 'economically regenerated' sites such as Bridgend Town Centre from the village community - it would not be sustainable development. Many parents are forced to pay for buses or use their own vehicles to get their children safely to school (whether that be the catchment school or others). ! My view is the LDP should delete small scale developments as permissible in Penyfai Village.</p>		<p>Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, BRC9b.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p>
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			<p>Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach to potential landscape and visual opportunities and constraints.</p> <p>The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site. However, the embedded mitigation and the approach to design is considered to minimise adverse effects over time as the proposed landscape establishes and overall the predicted effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site.</p> <p>The appraisal included a review of national and local policy, landscape character and visual amenity. The appraisal included assessment of the National Landscape Character Assessment (NLCA), LANDMAP, and Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) in addition to an on-site assessment. The appraisal confirms that the site relates well both in landscape and visual terms to the existing landscape and settlement, and that the site represents a logical extension to Bryntirion provided a considered design is sensitive to the site's existing characteristics. The design appraised responds sensitively to assets on site such as the Bridgend Circular Walk, the byway, the hedgerow network and vegetated site boundaries. As such the proposals put forward at this stage are considered to be a thoughtful and easily assimilated future development of this site.</p> <p>Mitigation measures include:</p> <ul style="list-style-type: none">• The Laleston Meadows SINC would be brought into regular long-term management. This would protect the visual amenity and landscape character of this northern part of the site. A landscape buffer would set development back from the SINC, and dwellings would front onto it. The SINC could be used as a mitigation receptor site (in ecological terms) and the grazed fields currently within the SINC could be improved by the proposals as well as maintained in the long term. The SINC offers a great opportunity for informal and natural play on site provided increased public access would not clash with its ecological function;• The site contains very few of the key characteristics listed in the published documents on Laleston SLA. The site has a strong network of hedgerows, some which would be lost and the field pattern replaced by urban form. However, the retained hedgerows and trees would be protected by landscape buffers and some of the character of the SLA within which the site lies would be retained;• Provision of structural landscaping, a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. Areas of open space would be bolstered by considered structural planting to create an aesthetically pleasing urban development which is well integrated with the proposed landscape strategy and the settled landscape character currently experienced in the local area;• Retention of existing landscape features (hedgerows and trees) is a priority of the emerging proposals as it forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site;• Adequate replacement planting of local species in appropriate locations to compensate for any loss of trees and hedgerows, and enhancement planting; and
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			<ul style="list-style-type: none"> • The location of public open space, public footpaths and the street-alignment has been designed to protect and reflect local character. <p>Through consideration of the findings above, it is anticipated that any notable landscape and visual effects resulting from the addition of the proposed scheme would be localised in extent and contained within a c.400m radius of the site, despite the site's relatively open character.</p> <p>Overall is it considered that the masterplan framework proposed for the site has been sensitively designed through a landscape and ecology-led approach, with appropriate incorporation of mitigation measures in order to address concerns of the site in relation to landscape and visual matters. As such, the promotion of this site for residential development should be considered an acceptable extension to the existing settlement of Bryntirion which would not cause significant or wide-ranging adverse effects upon its surrounding landscape context.</p> <p>Policy PLA3 will ensure that the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through the inclusion of mitigation measures and provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must also not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape.</p> <p>In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutorily and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.</p> <p>Given the combination of designated sites, it is concluded that any future planning submission will need to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC and its associated designated features will be retained. Furthermore, such retained features will be further protected from potential harm, damage and disturbance through the sensitive design of built development away from SINC boundaries and inclusion of suitable buffers.</p> <p>The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will provide substantial potential for a balanced provision of areas of informal public open space and wildlife zones. When linked with proposed POS and play areas across the developable site this will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during the development of adjacent land.</p> <p>An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include the native hedgerows delineating the northern boundary and internal field boundaries in addition to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered for their potential to support great crested newt.</p> <p>The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought to locate development across those habitats of predominantly limited ecological value whilst retaining</p>
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			<p>boundary habitats as far as possible. Where retained, such features have been accommodated within proposed informal green space and sustainable transport links, which ultimately enhances connectivity throughout the Site and contributes to the wider green infrastructure resource.</p> <p>Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit predominantly species-poor or defunct), the site is considered to be of sufficient size and extent to enable future development proposals to flexibly avoid and/or mitigate for any significant ecological constraints and compensate where necessary. This will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.</p> <p>The report also highlights further detailed habitat and species surveys which are recommended to inform a planning application and ensure proposed mitigation is appropriate and proportional. These include a Dormouse survey, which was raised in comments received from NRW. Policy PLA3 will require the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. PLA3 will also require the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p> <p>Policy PLA3 will require development to incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Additionally, PLA3 requires 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With regards to education and comprehensive school provision, a contribution will be taken in accordance with the Education Facilities and Residential Development SPG and a decision will be made by the Local Education Authority as to how the sum will be utilised.</p> <p>In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site.</p> <p>With respect of drainage, the site promoter has prepared a high-level drainage strategic of which confirms that the site is located with DAM Zone A, which is used within Technical Advice Note 15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment (SCFA which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SFCA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water</p>
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		<p>flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.</p> <p>A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.</p> <p>In terms of the impacts on primary healthcare provision, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>The site promoter commissioned Air Quality Consultants to undertake an Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic emissions arising from the additional traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations have been modelled for a number of worst-case receptors, representing existing properties where impacts are expected to be greatest. In addition, the impacts of traffic emissions from local roads on the air quality for future residents on the proposed development have been assessed.</p> <p>The assessment has demonstrated that concentrations of PM10 and PM2.5 will remain below the objectives at all existing receptors in 2022, with or without the proposed development, and that all impacts for these pollutants will be negligible.</p> <p>In the case of annual mean nitrogen dioxide, concentrations will remain below the objective at all but one existing receptor (representative of 6-8 homes) in 2022, with or without the proposed development. However, it is now considered unlikely that any new homes within the development will be occupied before 2024, by which time it would be reasonable to expect concentrations at these 8 homes to be below the objective. The assessment has demonstrated that the impacts in terms of annual mean nitrogen dioxide concentrations of the full development traffic being on the roads in 2022 will be negligible everywhere other than at this one receptor, where the impact under this scenario would be moderate adverse. However, bearing in mind that no new homes will be occupied before 2024, and the development is unlikely to be complete and thus generating its full traffic volumes until the 2030s, this scenario is unrealistically worst-case. Applying professional judgement, it is considered most likely that the actual impact of the development at these 8 homes will also be negligible in all years from the first occupation in 2024.</p> <p>The effects of local traffic on the air quality for future residents living in the proposed development have been shown to be acceptable at the worst-case locations assessed, with concentrations being well below the air quality objectives. As such, the overall operational air quality effects of the development are judged to be 'not significant'</p>
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			<p>orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p> <p>The site promoter's Transport Assessment confirms that the traffic effect of 850 dwellings is forecast to be in the order of 269 and 243two-way movements in the AM and PM peak hours respectively, although this is considered worst case as attitudinal change towards travel progresses. This quantum of trips equates to just over 4vehicles per minute two-way, diluted across the local highway network. The assessment concludes that the development provides opportunities to create a new western edge to Bridgend in a self-sustaining site offering community facilities suitable for day to-day living. In this way, the transport case for mobility provides the options necessary to promote sustainable travel modes before the private vehicle. The design of the environment, the travel planning and the locational advantages, together with the Mobility Strategy means there is a major benefit for existing and new residents, significantly improving travel choice, for commuting, leisure and social journeys and hence social inclusion. Working from home and from a third-place such as a non-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
435	<p>4. Small Developments: Smaller scale developments in recent years have eroded green space, ecologically rich habitats, and changed the face of our community as well as put additional pressure on infrastructure. This fundamentally flies in the face of what the LDP (this one and the previous one) states it will not do. Additionally such developments often fail to make a full case that they are meeting the overall objectives of the LDP. There seems to be a lack of consideration of sustainable communities and the Wellbeing of Future Generations Act within the plan. The LDP notes that 'small developments' may be placed in Pen Y Fai, but fails to identify places /candidate sites and therefore we do not feel it is a complete or sufficient consultation document for Pen Y Fai area. Residents wish it to be noted that they are opposed to 'small scale' developments and wish this to be removed from the plan. Permitted</p>	<p>Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p>

<p>householder developments would be acceptable. Further, housing developments are not required in our village. Experience has shown where small developments have been built previously (and most recently) Colman Vale, it has not added any positive social or economic value or impact or benefit to the community whatsoever. In fact, it has put more pressure on our village roads, created more environmental disruption, huge inconvenience to residents and damage to householders property and grass verges that have been carefully planted up by NHCC over the years. It has created further unnecessary pressure on the infrastructure in terms of the local school and health care services. There are still no safe routes to schools and there is no safe walking route to the 'economically regenerated' sites such as Bridgend Town Centre from the village community - it would not be sustainable development. Residents wish the LDP to delete small scale developments as permissible in Pen Y Fai Village.</p>		<p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along</p>
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			<p>with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.</p> <p>Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the</p>
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			<p>conservation area being retained. Policy PLA3 will require development to to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach to potential landscape and visual opportunities and constraints.</p> <p>The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site. However, the embedded mitigation and the approach to design is considered to minimise adverse effects over time as the proposed landscape establishes and overall the predicted effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site.</p> <p>The appraisal included a review of national and local policy, landscape character and visual amenity. The appraisal included assessment of the National Landscape Character Assessment (NLCA), LANDMAP, and Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) in addition to an on-site assessment. The appraisal confirms that the site relates well both in landscape and visual terms to the existing landscape and settlement, and that the site represents a logical extension to Bryntirion provided a considered design is sensitive to the site's existing characteristics. The design appraised responds sensitively to assets on site such as the Bridgend Circular Walk, the byway, the hedgerow network and vegetated site boundaries. As such the proposals put forward at this stage are considered to be a thoughtful and easily assimilated future development of this site.</p> <p>Mitigation measures include:</p> <ul style="list-style-type: none">• The Laleston Meadows SINC would be brought into regular long-term management. This would protect the visual amenity and landscape character of this northern part of the site. A landscape buffer would set development back from the SINC, and dwellings would front onto it. The SINC could be used as a mitigation receptor site (in ecological terms) and the grazed fields currently within the SINC could be improved by the proposals as well as maintained in the long term. The SINC offers a great opportunity for informal and natural play on site provided increased public access would not clash with its ecological function;• The site contains very few of the key characteristics listed in the published documents on Laleston SLA. The site has a strong network of hedgerows, some which would be lost and the field pattern replaced by urban form. However, the retained hedgerows and trees would be protected by landscape buffers and some of the character of the SLA within which the site lies would be retained;• Provision of structural landscaping, a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. Areas of open space would be bolstered by considered structural planting to create an aesthetically pleasing urban development which is well integrated with the proposed landscape strategy and the settled landscape character currently experienced in the local area;• Retention of existing landscape features (hedgerows and trees) is a priority of the emerging proposals as it forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site;• Adequate replacement planting of local species in appropriate locations to compensate for any loss of trees and hedgerows, and enhancement planting; and• The location of public open space, public footpaths and the street-alignment has been designed to protect and reflect local character.
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			<p>the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p> <p>The site promoter's Transport Assessment confirms that the traffic effect of 850 dwellings is forecast to be in the order of 269 and 243two-way movements in the AM and PM peak hours respectively, although this is considered worst case as attitudinal change towards travel progresses. This quantum of trips equates to just over 4vehicles per minute two-way, diluted across the local highway network. The assessment concludes that the development provides opportunities to create a new western edge to Bridgend in a self-sustaining site offering community facilities suitable for day to-day living. In this way, the transport case for mobility provides the options necessary to promote sustainable travel modes before the private vehicle. The design of the environment, the travel planning and the locational advantages, together with the Mobility Strategy means there is a major benefit for existing and new residents, significantly improving travel choice, for commuting, leisure and social journeys and hence social inclusion. Working from home and from a third-place such as a non-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
147	All developers need to make a contribution (both financial and/or structural) to community facilities and infrastructure and not just build houses and rake off the profit. There also needs to be strict enforcement of any Section 106 agreements with time limits on completion before houses are fully occupied.	No changes – developers need to provide infrastructure	<p>An Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37) to support the Deposit LDP. The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.</p>
107	The active, health cohesive and social communities policies of the Deposit Replacement LDP do not take into account the impact on neighbouring communities in the Vale of Glamorgan	No changes – concern over impact on Vale of Glamorgan	Comments noted. The Vale of Glamorgan Council have been consulted at all stages of the Replacement LDP preparation.

1020	Utter rubbish. You are simply cramming houses in to serve Cardiff.	No changes – concern over out commuting	Comments noted.
121	<p>Members of Coychurch Higher Community Council feel strongly that the village of Heol Y Cyw has been forgotten and there is little on offer to enhance the quality of life for the residents. There is no school, no shop and an infrequent bus service yet increased housing. There are no cycle paths and no pavements outside the village of Heol y Cyw, which means having to walk on the main road which is extremely dangerous, not least due to the speed limit on the common roads.</p> <p>CHCC has expressed an interest in an Active Travel Route so hope this is something that will be considered as a matter of priority.</p>	No changes – concern over lack of facilities in Heol Y Cyw	<p>Comments noted.</p> <p>One of the specific objectives of the Deposit LDP is to “Promote accessibility for all by supporting the transport hierarchy (set out in PPW) that prioritises walking and cycling (active travel), then public transport and finally motor vehicles. New development should be located and designed in accordance with this hierarchy to prioritise the use of sustainable transport, reduce related airborne pollution, reduce the need to travel and reduce the dependency on private vehicles.” (See Appendix 1 – Deposit LDP, page 35, OBJ 2f).</p> <p>Policy PLA12 supports new developments that incorporate well-designed safe features and facilities that will be accessible to all people to walk and cycle for everyday journeys, reducing existing heavy reliance placed upon the private car. The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. The Council has produced Active Travel Network Maps to identify the walking and cycling routes required to create fully integrated networks for walking and cycling to access work, education, services and facilities. The Active Travel Network Maps set out detailed plans for a network of active travel routes and facilities in the County Borough over the next 15 years.</p>
1485	<p>Allotment Provision</p> <p>The draft LDP says very little about any new allocations of land for allotments within BCBC; and the Bridgend Town area in particular.</p> <p>In a letter on the subject from the Planning Policy Team dated 2nd March 2021 (attached), mention was made of a full Allotment Audit being undertaken in respect of the LDP update. I have not seen any such Audit results, so perhaps it has not been completed yet.</p> <p>Bridgend Town Council (BTC) has 125 allotment plots over five sites and that level is already deficient by some 40 plots given the national averages; and with 'masterplan' proposals for up to 720 new dwelling units over the next 10 years for the Town Centre area (above shops / empty shop conversions etc.); the Bryn Castell and Sunnyside housing developments; plus proposed new developments just outside BTC boundaries; and the current BTC waiting list of around 60 applications, the situation of enough provision is already</p>	No changes – concern over allotment and wetlands provision	<p>The provision of allotments is recognised by the Replacement LDP as a crucial component of the delivery of a network of green infrastructure throughout the County Borough. When appropriately planned, designed and managed, green infrastructure has the potential to deliver a wider range of benefits for people and wildlife. By considering the multiple functions that green infrastructure can provide simultaneously, it can significantly reduce costs for individuals, businesses and public bodies, whilst enhancing the quality of life and health of residents, workers and visitors to Bridgend.</p> <p>The Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough, whilst also adopting a holistic approach to include other green infrastructure assets, such as allotments, and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensure that individual green assets are retained wherever possible and integrated into any new development. In terms of the Strategic Development Sites, Policies PLA1-PLA5 detail the site-specific requirements that each of these sites must deliver. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>With specific reference to the provision of allotments, Policy COM10 sets a benchmark standard of 0.2 hectares of allotment space per 1,000 population. This is based on the 'Growing in the Community' document published by the National Society of Allotments and Leisure Gardeners (NSALG). Promoters of residential development proposals will need to demonstrate compliance with Policy COM10 through the submission of a green infrastructure strategy which will facilitate the provision of additional allotment plots in appropriate locations where there is evidence of need.</p>

	<p>inadequate for the BTC area and needs urgent attention and solution.</p> <p>Apart from any land within the BTC area that BCBC may have identified, I contend the following areas of land could be looked at, notwithstanding their current uses / underuse whichever is relevant.</p> <p>a) Wildmill Adventure Park off Quarella Road b) Unused land at Trews Field Estate off Tondu Road c) Open land off Ewenny Road (B4265) between Heronston Hotel and Ewenny River Bridge d) Open land off Heronston Lane from B4265 junction back towards Heronston Homes Complex e) Open land off New Inn Road f) Remaining tract of former railway line from Waunscil Avenue towards Coity Road Sidings to link up with existing allotments g) Open land alongside Penybont Primary School off Minerva St. h) Unused land alongside Play Area off Fairfield Road</p> <p>Wetlands Provision</p> <p>With conservation at the top of the green agenda, the new LDP MUST address the question of creating more wetlands wherever possible on open land and within larger new developments of all kinds.</p>		
71	economic growth , but will people still need to travel to get jobs?	Concerns regarding employment	On the balance of evidence discussed in this Economic Evidence Base and supporting Background Paper 7, it is clear that the Mid-Growth Option would facilitate delivery of sustainable levels of economic growth that best achieves an equilibrium between new homes and employment provision, balanced against other key infrastructure requirements. Allocation of 71.7 hectares of employment land will provide the flexibility to accommodate up to 500 new jobs per annum and reduce the need for people to travel elsewhere for employment opportunities.

Title: Do you have any comments to make on the employment strategy?

ID	Comment	Summary of changes being sought/proposed	Council response
47	<p>Para one: "A key goal of the Deposit Replacement LDP is to deliver forms of growth that will attract and retain economically active households within the county borough. A sustained and enhanced labour force, comprising skilled, established households, will ensure that Bridgend County Borough continues to be a desirable prospect for employers to move into or expand within, thereby stimulating economic growth and enhancing employment opportunities for local people". The selection of Salt Lake and Sandy Bay as development sites and discarding others on the outskirts of Porthcawl only serves to re-enforce BCBC strategy for Porthcawl to become a dormitory town. In terms of 'creating employment' the Salt Lake and Sandy Bay proposals for employment creation are just not identified. Aldi will create circa 40 new jobs. Let's say another 40 through new kiosks and shops on Salt Lake. The fairground going will mean a loss of circa 50 jobs albeit seasonal plus about 20 independent business stall holders because the PFSL has been given exclusive rights over new kiosks etc on Sandy Bay. I am sure some young entrepreneur will find a way to get a foothole somewhere but even so the net job creation emanating from a circa £300m development is potentially a minus figure.</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / proposed foodstore</p>	<p>Comments noted. The Spatial Strategy (See Appendix 43 – Background Paper 3) prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>As such, Porthcawl is defined as an area of growth – but which can predominately be served within the existing settlement boundary. A more flexible approach to defining the settlement boundary around this settlement would mean the inclusion of greenfield sites that could be 'cherry-picked' by developers and undermine the delivery of the brownfield regeneration site that is crucial for the success of the plan (See Appendix 38 - Settlement Boundary Review).</p> <p>In terms of employment, the imbalance and shortage of employment land in Porthcawl is acknowledged compared with other settlements within the County Borough, although it is likely that the majority of employment in the town will continue to be provided through planned growth in the commercial, leisure and tourism sectors.</p>
480	<p>What is the current utilisation of industrial units ? just providing unit spaces doesn't on its own attract new business, how does the council intend to fill these new spaces.</p>	<p>Just providing unit spaces doesn't on its own attract new business, how does the council intend to fill these new spaces</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth.</p> <p>Over 30% of the County Borough's population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households</p>

			<p>within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.</p> <p>A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The 2019 Economic Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of Planning Policy Wales and Technical Advice Note 23, justified further in the Employment Background Paper, and set out in SP11.</p>
520	Apart from traffic wardens, shop assistants and temporary building jobs, there will be little benefit to job-seekers.	Apart from traffic wardens, shop assistants and temporary building jobs, there will be little benefit to job-seekers	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth.</p> <p>Over 30% of the County Borough’s population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.</p> <p>A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The 2019 Economic Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of Planning Policy Wales and Technical Advice Note 23, justified further in the Employment Background Paper, and set out in SP11.</p> <p>Policy ENT1 supports SP11 by allocating new employment land for development. Policy ENT2 supports SP11 by safeguarding the employment function of existing business and employment sites. This will enable a range of different sites to come forward.</p>
573	The area west of Bridgend town has received approximately 3000 extra houses since the year 2000. This is a disproportionate amount of new housing in one concentrated area of the county, with little or no new employment investment in the same area.	Disproportionate amount of new housing in one concentrated area of the county, with little or no new employment	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan</p>

		investment in the same area	<p>requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth.</p> <p>Over 30% of the County Borough's population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.</p> <p>A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The 2019 Economic Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of Planning Policy Wales and Technical Advice Note 23, justified further in the Employment Background Paper, and set out in SP11.</p> <p>Policy ENT1 supports SP11 by allocating new employment land for development. Policy ENT2 supports SP11 by safeguarding the employment function of existing business and employment sites. This will enable a range of different sites to come forward.</p>
520	There is no industry in Porthcawl and when every piece of available land is covered with housing, there never will be.	There is no industry in Porthcawl and when every piece of available land is covered with housing	<p>Comments noted. In terms of employment, the imbalance and shortage of employment land in Porthcawl is acknowledged compared with other settlements within the County Borough, although it is likely that the majority of employment in the town will continue to be provided through planned growth in the commercial, leisure and tourism sectors.</p> <p>In terms of Salt Lake, development will include a new food store, supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p>
520	There will be very little employment from the urbanisation of Porthcawl. Most new residents will travel to work elsewhere,	There will be very little employment from the urbanisation of	<p>Comments noted. In terms of employment, the imbalance and shortage of employment land in Porthcawl is acknowledged compared with other settlements within the County Borough, although it is likely that the majority of employment in the town will continue to be provided through planned growth in the commercial, leisure and tourism sectors.</p>

	adding extra stress on our inadequate infrastructure.	Porthcawl. Most new residents will travel to work elsewhere, adding extra stress on our inadequate infrastructure	<p>In terms of Salt Lake, development will include a new food store, supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p>
848	No	No changes proposed.	Comments noted.
1405	The largest employing sectors in Porthcawl are tourism and hospitality. The strategy states that employment will be facilitated by supporting the expansion of existing business. PTC is very concerned that the strategy does not provide evidence to support its stated aim to achieve the expansion of local businesses in Porthcawl to ensure that Porthcawl does not become a commuters' hub, with its links to Swansea and Cardiff.	Concerns regarding employment within Porthcawl	<p>Comments noted. In terms of employment, the imbalance and shortage of employment land in Porthcawl is acknowledged compared with other settlements within the County Borough, although it is likely that the majority of employment in the town will continue to be provided through planned growth in the commercial, leisure and tourism sectors.</p> <p>In terms of Salt Lake, development will include a new food store, supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p>
1496	Building residential units in Porthcawl is short term employment if they choose to use the local workforce, whereas open spaces, with leisure facilities, would be long term employment and fulfils the 'well being' and 'active health' requirement. The	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / employment	Comments noted. In terms of employment, the imbalance and shortage of employment land in Porthcawl is acknowledged compared with other settlements within the County Borough, although it is likely that the majority of employment in the town will continue to be provided through planned growth in the commercial, leisure and tourism sectors.

	<p>intended Aldi may jeopardise the present employment in John Street, Porthcawl. The "plethora of employment provision" will NOT happen in Porthcawl.</p>	<p>opportunities / leisure facilities / proposed foodstore</p>	<p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p> <p>In terms of the proposed foodstore, Evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains</p>
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			<p>a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p>
1040	<p>A wide range of employment development areas, of different sizes, in different places, is very desirable. The retention of both the Ford factory site and Brocastle etc, is arguably excessive given the fact that housing developments to support the jobs that may or may not come, are then consigned to green field sites. This seems to point to an ambitious growth strategy in which sustainability, placemaking principles, the protection of distinctive and natural places, play a poor second place.</p>	<p>Retention of both Ford Factory and Brocastle excessive</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth.</p> <p>Over 30% of the County Borough’s population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.</p> <p>A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The 2019 Economic Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of Planning Policy Wales and Technical Advice Note 23, justified further in the Employment Background Paper, and set out in SP11.</p> <p>Policy ENT1 supports SP11 by allocating new employment land for development. Policy ENT2 supports SP11 by safeguarding the employment function of existing business and employment sites. This will enable a range of different sites to come forward.</p> <p>In terms of Brocastle, the site is allocated as a strategic employment site under Policy ENT1. The site was considered within the Economic Evidence Base (2019), of which recommended taking the site forward given Welsh Government support, and the site’s location close the main (and generally successful) Bridgend estates. Brocastle is one of the most important greenfield inward investment sites within the South Wales M4 corridor. The site is in a highly accessible and desirable location on the outskirts of Bridgend, on the A48 towards Cowbridge. Welsh Government, as owner, is actively promoting a scheme for 71,000 sq m of employment space within the 20.4ha. Planning permission has been granted for a development of up to 71,441sq.m of B1, B2 and B8 employment floorspace, including access, car parking, diversion of public rights of way, site remediation, drainage, landscaping and associated engineering operations. Brocastle is considered to be the County Borough’s greatest asset in terms of attracting large scale employment investment to the area. In addition, the synergies between Brocastle, Parc Afon Ewenni and the former Ford Site represent a more holistic development opportunity, collectively known as the Southern Bridgend Gateway that will be enabled through subsequent masterplanning and SPG development to contribute to delivery of the Replacement LDP’s Regeneration and Sustainable Growth Strategy.</p>

			<p>The Former Ford Site was also considered within the Economic Evidence Base Update (2021) and Employment Background Paper to inform proposed Policy ENT5. The Economic Evidence Base Update (2021) highlights the need to quickly turn this economic blow into an economic opportunity. This can be achieved by offering business space to existing and new businesses, whilst seeking new options to retain the recently released, yet highly skilled workforce in the local area. In order to meet these aims, enable re-development of the former Ford Manufacturing Plant site and provide additional flexibility to the employment land supply, the Update (2021) recommends considering the site as a new development opportunity. The site has scope to make a much larger economic impact (in terms of jobs supported) than the old use as a new development opportunity. As detailed in the Employment Background Paper, it is acknowledged that re-development of the site will be a challenge and extensive enabling work will be required to bring the site forward in partnership with key stakeholders. A unique approach is required in this respect and it will be necessary to enable a flexible mix of economic uses, not necessarily akin to the type and density of uses previously accommodated on the site. This will simultaneously provide a greater degree of flexibility and choice to the employment land supply. The exact nature, type and mix of uses will be subject to refinement through future Supplementary Planning Guidance (SPG), although the re-development of the site will be primarily driven through economic use(s). A flexible approach will necessary to this end, acknowledging that a mixed-use development may be necessary to maximise this economic opportunity.</p>
1233	<p>Broadly support this strategy, and glad to see that the rural economy gets a mention, but please ensure that existing rural and agricultural enterprises are supported, and in particular young & new entrants to farming. People need feeding now and in the future, so enthusiastic young entrants should take priority in local strategic planning.</p>	<p>Support for employment and rural economy strategies.</p>	<p>Comment /support noted. The policies within the Deposit Plan supports local employment opportunities in rural settlements, in line with the National Planning Policy and guidance. The plan supports appropriate small-scale sustainable enterprises within the settlement boundaries and diversification of the rural economy away from the focus on agriculture, outside the settlement area in the open countryside. The replacement Plan in its strategic objective (SOBJ3), commits to develop a strong rural economy to support sustainable and vibrant rural communities, recognising the role of leisure and tourism.</p> <p>Furthermore, policy ENT 4 on rural economy, encourages new applications for expansion and relocation of firms outside of the settlement boundaries, under set conditions and ensuring that it is in accordance with the policy requirements to conserve and enhance the quality of the countryside setting.</p>
51	<p>The only thing this policy seems to say is that new houses need to be built and why. No real substance to this policy. lots of communities have no room for development. Large scale building of new homes seems like it would go against the policy to protect and enhance the natural landscape. Can't make a new doctors, dentist, pharmacy or public transport be available in new areas so could lead (as there is now) large scale developments with no services, this also includes small corner shops etc on new build sites.</p>	<p>Concern in relation to the active, health, cohesive and social communities' policies, natural landscape and impact of development on services.</p>	<p>Comment noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p>

			<p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. Sites will be required to deliver affordable housing, education provision, recreation facilities, public open space, active travel provision plus appropriate community facilities.</p> <p>In terms of enhancing the natural landscape, the Deposit Plan is accompanied with a technical supporting evidence base, the Council has undertaken an updated detailed audit of existing outdoor sports and children’s play space across the County Borough (See Appendix 22: Outdoor Sport and Children’s Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed ‘audit’ of the provision of Outdoor Sports and Children’s Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend’s green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>In terms of infrastructure, policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas.</p>
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107	The employment strategy in the Deposit Replacement LDP does not take into account the impact on neighbouring communities in the Vale of Glamorgan	No changes – concern over impact on Vale of Glamorgan	Comments noted. The Vale of Glamorgan Council have been consulted at all stages of the Replacement LDP preparation.
1020	Nonsense. The LDP will increase population by c15,000 yet only aims to create jobs for c7,000	No changes – concern over job numbers in comparison to population increase	<p>The growth strategy of the Replacement LDP is evaluated and justified in the Background Paper (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). The level of employment provision is intrinsically linked to the amount of housing proposed and in so doing will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The proposed growth level of 505 dwellings per annum is derived from a POPGROUP Scenario that uses an ONS 2019 Mid-Year Estimate base year and calibrates its migration assumptions from a 6-year historical period (2013/14–2018/19). This period witnessed sustainable population growth, in part linked to the number of dwelling completions across the County Borough, which the Replacement LDP seeks to continue.</p> <p>Maintaining this trajectory will lead to more established households (particularly around the 35-44 age group) both remaining within and moving into the County Borough, coupled with less outward migration across other economically active age groups. This will encourage a more youthful, skilled population base to counterbalance the ageing population, resulting in an overall population increase of 9.4% or 13,681 people over the plan period.</p> <p>The projected increase in the working age population and the linked dwelling requirement underpinning this LDP will provide significant scope for residents to live and work in the area, supporting growth of up to 500 jobs per annum. The planned level of housing growth is neither constrained in a manner that could frustrate economic development or promoted in such a way as to encourage inward commuting. Rather, the underlying projection promotes sustainable forms of growth that will help minimise the need for out-commuting and promote more self-contained, inter-connected communities in accordance with the LDP Vision. This level of growth is considered most conducive to achieving an equilibrium between the number of homes provided and the job opportunities expected, a balance that is required by PPW.</p>
121	Members agree that employment is vitally important. Economic growth needs to be targeted as a priority and small, local businesses supported and promoted.	No changes – support for employment strategy	Comments noted

71	Empty offices and work places to be let already . Fill these before building more please	Fill empty offices and workplaces before finding more	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth.</p> <p>Over 30% of the County Borough’s population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.</p> <p>A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The 2019 Economic Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of Planning Policy Wales and Technical Advice Note 23, justified further in the Employment Background Paper, and set out in SP11.</p> <p>Policy ENT1 supports SP11 by allocating new employment land for development. Policy ENT2 supports SP11 by safeguarding the employment function of existing business and employment sites. This will enable a range of different sites to come forward.</p>
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Title: Do you have any comments to make on retail centres and development policies?

ID	Comment	Summary of changes being sought/proposed	Council response
47	I concur with the policy aims and aspirations. The biggest threats and impediments to retail retention and growth are mainly centred around the high cost rents charged by landlords and high business rates. A further impact is the proposed substantial reduction of parking capacity in terms of not negatively impacting on town footfall. The plan to close Salt Lake car park will represent a near 50% reduction in available capacity and threaten the retail centre similar to the way permitting McArthur Glen killed off Bridgend.	Concerns regarding business rates and car parking provision	<p>Comments noted. It is beyond the scope of the LDP to control businesses rates and rents.</p> <p>Car parking as part of the plans for the proposed regeneration area will continue to be provided at the Hillsboro car park to the west of the regeneration area. Some visitor parking could be introduced as part of the enhancement of the Eastern Promenade.</p> <p>The authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of public transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p>
480	This should be a high priority for the council the highstreets are the life blood of communities.	Should be a high priority for the council	<p>Comments noted. Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve.</p> <p>As part of the technical supporting evidence base the Council have prepared a Retail Study (See Appendix 16) of which sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform policies and site allocations. Additionally, the Council have also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The 2019 Retail Study already identified a shift in commuter spending habits and online shopping, which the pandemic has accelerated. The LDP recognises that high streets will continue to change especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>The Primary Shopping Area boundaries for Bridgend, Maesteg and Porthcawl have been reviewed against the existing distribution of uses and likely future requirements. In Bridgend and Maesteg, the Primary Shopping Areas have been condensed to create a consolidated retail core. Additional Secondary Shopping Areas have been identified on the proposals map for Bridgend, Maesteg and Porthcawl to create greater flexibility and promote the potential for a wider range of uses.</p> <p>The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p>
520	The inclusion of a new food-store will damage the existing shopping centre.	Concerns regarding proposed foodstore on Salt Lake	<p>Comments noted. Evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p>

			<p>Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act as 'gateway buildings' as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to "place-making", taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>The food store site forms a key element of the wider masterplan that has been worked up for the Porthcawl Waterfront Regeneration Scheme and is intended to act as a precursor to, and catalyst for, future phases of development across the wider site. Subject to a planning application, the foodstore will be constructed alongside all-new residential, leisure, retail development at Salt Lake as well as new areas of green open space, bus terminus, active travel facilities and more.</p> <p>As well as providing residents with greater choice and more flexibility, the development is intended to unlock funds that will be reinvested into local infrastructure improvements within Porthcawl and further stages of the regeneration plans.</p>
573	PLA3 West of Bridgend. No retail provision is mentioned at all in connection with this proposal	No retail provision mentioned regarding Strategic Allocation PLA3: Land West of Bridgend	<p>Comments noted. No retail provision is proposed for PLA3 West of Bridgend. However, Policy PLA3 will require development to provide a new shared cycle / footway on the northern side of the A473, connecting the site with active travel route INM-BR57 linking to the shops at Bryntirion to the east, and a widened footway to the west of the site to provide a connection to the eastbound bus stop on the A473.</p> <p>Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve.</p>
520	Porthcawl has the only pedestrianised shopping street in the country that is shared by vehicles and this development will do nothing to enhance its future. Porthcawl needs a visitor attraction that will benefit residents too. If this LDP goes ahead, Porthcawl will stop being an attractive place to live, or visit.	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / visitor attractions	<p>Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>In terms of Porthcawl town centre, it is beyond the scope of the LDP to control pedestrian and vehicular access/restrictions.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake</p>

			<p>will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p>
520	<p>Adding a foodstore will not reduce residents' out of town shopping. The LDP was evidently planned before Covid and does not consider its implications on drastically increased visitor numbers to Porthcawl. It should be revised to take this extra influx into consideration.</p>	<p>Concerns regarding proposed foodstore on Salt Lake</p>	<p>Comments noted. In terms of the proposed foodstore, evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p> <p>Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve.</p> <p>As part of the technical supporting evidence base the Council have prepared a Retail Study (See Appendix 16) of which sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform policies and site allocations. Additionally, the Council have also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The 2019 Retail Study already identified a shift in commuter spending habits and online shopping, which the pandemic has accelerated. The LDP recognises that high streets will continue to change especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p>

			<p>The Primary Shopping Area boundary Porthcawl has been reviewed against the existing distribution of uses and likely future requirements. Additional Secondary Shopping Areas have been identified on the proposals map for Porthcawl to create greater flexibility and promote the potential for a wider range of uses.</p> <p>The demand/supply for larger convenience retailing is likely to be less sensitive to the impacts of the pandemic. However, use of sequential tests alongside careful management of out-of-centre locations will remain key to avoid promotion of unsustainable travel patterns.</p> <p>The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p>
848	No	No changes proposed.	Comments noted.
1405	It will be increasingly important for traditional town centres to accommodate a wider array of uses other than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space. Porthcawl town centre consists of many independent traders who make up the unique identity of Porthcawl, many of them have survived through the pandemic. PTCs ambition is that Porthcawl is a clean accessible well maintained and interesting seaside town where the retail experience is conducive to high quality goods from independent traders. The biggest barrier to aspiring new traders is the cost of property leasing, business rates and the length of lease often that is needed to be committed to.	Town centres should accommodate a wider range of uses other than just retail. Concerns regarding business rates and property leases	<p>Comments noted. Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve.</p> <p>As part of the technical supporting evidence base the Council have prepared a Retail Study (See Appendix 16) of which sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform policies and site allocations. Additionally, the Council have also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The 2019 Retail Study already identified a shift in commuter spending habits and online shopping, which the pandemic has accelerated. The LDP recognises that high streets will continue to change especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p> <p>It is beyond the scope of the LDP to control business rates and the lengths of leases.</p>
1496	'Out of Town' development Retail Sites killed Bridgend and what is there now is a ghost town. Porthcawl, with John Street, already fulfils the criteria needed and has many uses, including Health, Leisure, Residential and flexible working spaces, alongside areas of 'open spaces' which you intend to take away and cover with houses. This LDP, far from helping, is causing huge upset and anxiety amongst every age group. The elderly, infirm and those with mental health issues and no	Concerns relating to out-of-town retail sites	<p>Comments noted. Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve.</p> <p>As part of the technical supporting evidence base the Council have prepared a Retail Study (See Appendix 16) of which sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform policies and site allocations. Additionally, the Council have also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The 2019 Retail Study already identified a shift in commuter spending habits and online shopping, which the pandemic has accelerated. The LDP recognises that high streets will continue to change especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to</p>

	transport, rely on local small shops and not out of town, as it is inaccessible.		<p>accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>The demand/supply for larger convenience retailing is likely to be less sensitive to the impacts of the pandemic. However, use of sequential tests alongside careful management of out-of-centre locations will remain key to avoid promotion of unsustainable travel patterns.</p> <p>The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p>
1040	It will be interesting to see how this works for Bridgend Town Centre. The impact of out of town shopping facilities around Bridgend which have been allocated over the preceding LDPs, can certainly be seen on the town centre of Bridgend. There is much work which needs to be done to remedy this.	Support for Retail Policy	<p>Support noted. Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve.</p> <p>As part of the technical supporting evidence base the Council have prepared a Retail Study (See Appendix 16) of which sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform policies and site allocations. Additionally, the Council have also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The 2019 Retail Study already identified a shift in commuter spending habits and online shopping, which the pandemic has accelerated. The LDP recognises that high streets will continue to change especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>The demand/supply for larger convenience retailing is likely to be less sensitive to the impacts of the pandemic. However, use of sequential tests alongside careful management of out-of-centre locations will remain key to avoid promotion of unsustainable travel patterns.</p> <p>The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p> <p>With regards to Bridgend Town Centre, the Council consulted on a Bridgend Town Centre Masterplan in 2020-21. The masterplan is regeneration focussed and outlines a vision for a liveable and vibrant community. It identifies a series of ambitious and deliverable projects for the next ten years that will support future economic growth and secure more benefits and opportunities for Bridgend.</p>
1233	Broadly support this strategy, and glad to see that the rural economy gets a mention, but please ensure that existing rural and agricultural enterprises are supported, and in particular young & new entrants to farming. People need feeding now and in the future, so enthusiastic young entrants should take priority in local strategic planning.	Support for employment and rural economy strategies.	<p>Comment /support noted. The policies within the Deposit Plan supports local employment opportunities in rural settlements, in line with the National Planning Policy and guidance. The plan supports appropriate small-scale sustainable enterprises within the settlement boundaries and diversification of the rural economy away from the focus on agriculture, outside the settlement area in the open countryside. The replacement Plan in its strategic objective (SOBJ3), commits to develop a strong rural economy to support sustainable and vibrant rural communities, recognising the role of leisure and tourism.</p>

			Furthermore, policy ENT 4 on rural economy, encourages new applications for expansion and relocation of firms outside of the settlement boundaries, under set conditions and ensuring that it is in accordance with the policy requirements to conserve and enhance the quality of the countryside setting.
51	Better signage to these areas is key, street furniture and opportunity for all to visit and access these areas.	Concerns in relation to signage and street furniture.	<p>Comment noted. Retail and commercial centres are hubs of social and economic activity and the focal point for a diverse range of services which support the needs of local communities. They are highly accessible to different modes of transport and are the most sustainable locations for new development.”</p> <p>As part of the technical supporting evidence base the Council have prepared a Retail Study (See Appendix 16) of which sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform policies and site allocations. Additionally, the Council have also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The 2019 Retail Study already identified a shift in commuter spending habits and online shopping, which the pandemic has accelerated. The LDP recognises that high streets will continue to change especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>The Primary Shopping Area boundaries for Bridgend, Maesteg and Porthcawl have been reviewed against the existing distribution of uses and likely future requirements. In Bridgend and Maesteg, the Primary Shopping Areas have been condensed to create a consolidated retail core. Additional Secondary Shopping Areas have been identified on the proposals map for Bridgend, Maesteg and Porthcawl to create greater flexibility and promote the potential for a wider range of uses.</p> <p>The demand/supply for larger convenience retailing is likely to be less sensitive to the impacts of the pandemic. However, use of sequential tests alongside careful management of out-of-centre locations will remain key to avoid promotion of unsustainable travel patterns.</p> <p>The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p> <p>The Replacement Plan ensures that all development comply with Strategic Policy 3 on Good Design and Sustainable Place Making (See Page 60). The development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment. As such future planning applications will be required to be supported through the submission of appropriate design and technical information to demonstrate compliance with the criteria set out by Policy SP3. Such criteria include design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character.</p>
1020	Rubbish.		Comments noted
121	Members believe that having town centres accommodate more than retail could be a good idea as it could generate footfall, but it should not be at risk of reducing the number of people who still shop in Bridgend town, in particular, in the indoor market. There needs to be more to attract	No changes – support for greater flexibility and range of uses in Bridgend Town Centre	<p>Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve.</p> <p>As part of the technical supporting evidence base the Council have prepared a Retail Study (See Appendix 16) of which sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform policies and site allocations. Additionally, the Council have also undertaken a</p>

	<p>people into town centres and less out of town retail etc. Closed shops could be used as pop-up shops, with reduced rents, with local crafts people given the opportunity to show and sell their wares. The most important thing is free parking, better bus services and, vitally, public toilets.</p>		<p>sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The 2019 Retail Study already identified a shift in customer spending habits and online shopping, which the pandemic has accelerated. The LDP recognises that high streets will continue to change especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>The Primary Shopping Area boundaries for Bridgend, Maesteg and Porthcawl have been reviewed against the existing distribution of uses and likely future requirements. In Bridgend and Maesteg, the Primary Shopping Areas have been condensed to create a consolidated retail core. Additional Secondary Shopping Areas have been identified on the proposals map for Bridgend, Maesteg and Porthcawl to create greater flexibility and promote the potential for a wider range of uses.</p> <p>The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p>
71	<p>As before , my previous comment about empty businesses. Shops the same, Bridgend a ghost town. Though the Council have high hopes to change this. Yet it was the same Council who chose to pedestrianize Bridgend in the first place !</p>	<p>Concerns regarding empty retail units</p>	<p>Comments noted.</p>

Title: Do you have any comments to make on the renewable energy, mineral resources and waste management policies?

ID	Comment	Summary of changes being sought/proposed	Council response
47	Sand dredging off of Porthcawl out towards the Severn Estuary is an important supplier to the construction industry. There is concern that continued dredging is contributing to loss of sand on Porthcawl beaches. This needs to be monitored against sustainability considerations give that Porthcawl beaches is the core driver for Tourism in and around Porthcawl.	Concern that continued dredging is contributing to loss of sand on Porthcawl beaches. This needs to be monitored against sustainability considerations	Comments noted. As per the Regional Technical Statement (2 nd Review), in South Wales, the availability of marine-dredged sand & gravel is of major importance, with supplies being sourced from both Welsh and English waters within the Severn Estuary and the Bristol Channel. Bridgend is currently reliant, for supplies, on marine-dredged material imported via wharves in neighbouring Neath Port Talbot (and Cardiff).
480	what effect will "co location" have on waste sites - I assume that means combining them into central locations -- this will have a big impact on local communities and an increase in Flytipping - how is that to be tackled	what effect will "co location" have on waste sites. Flytipping - how is that to be tackled	<p>'Co-location' relates to the opportunity of locating waste management facilities alongside complementary activities such as a low carbon energy recovery facilities which would enable the utilisation of the heat produced as an energy source in close proximity to suitable potential heat customers. The co-location of waste management facilities to enable the development of heat networks will be supported, subject to the criteria detailed within SP15.</p> <p>Whilst it beyond the scope of the LDP to control flytipping, the views of the Council's Waste Management Section will be taken into account on all types of development to ascertain the extent and nature of facilities needed to deal with any potential municipal arising associated with proposed development.</p>
573	PLA3, Westb of Bridgend. It is very unlikely that residents moving into this site would wish to participate in district heating	Concerns regarding PLA3: West of Bridgend / unlikely residents would wish to participate in district heating	<p>Comments noted. Planning Policy Wales places a requirement on planning authorities to develop an evidence base to inform the development of renewable energy and low carbon energy policies. As such, a Renewable Energy Assessment (See Appendix 17) has been prepared of which identifies the contribution that the County Borough is potentially able to make towards meeting the national renewable energy targets through various forms of technology (See Table 20, page 160). The assessment has been informed by The Welsh Government's Practice Guidance: Planning for Renewable and Low Carbon Energy – A Toolkit for Planners, September 2015.</p> <p>The assessment estimates the current and future energy demands of the County Borough, along with the progress in meeting these demands from local low carbon energy generation assets. Against this backdrop, land within the County Borough boundary has been subject to a resource assessment to identify the potential for renewable and low carbon energy project deployment from a resource perspective.</p> <p>Future Wales identifies Bridgend as a 'Priority Area for District Heat Networks' and requires planning authorities to identify opportunities for District Heat Networks and plan positively for their implementation. The Bridgend Local Area Energy Strategy and Renewable Energy Assessment identifies those areas considered to be suitable for development for district heat, hybrid and electric-heating solutions in combination with different levels of targeted fabric retrofit.</p> <p>Policy PLA3 sets out that a future planning application must be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. This should include consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions. The Renewable Energy Assessment (See Appendix 14) identified this site as suitable for installing a new District Heat Network. If this development requirement is proven to be financially or technically unviable then development proposals must follow the sequential approach to identify low carbon heating technologies in accordance with ENT10.</p>
520	Will the new residents realise they are part of BCBC's green experiment and act	Concerns regarding District	Comments noted. A future planning application must be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. This should include

	accordingly ? The District Heat Network, proposed for sandy Bay is evidently still at an early stage, as no definite information on its viability or cost is available. If it is found unsuitable, the development could be connected to the Nottage Primary sub-station, at a cost of £1.1 million. BCBC cannot afford to cut grass or keep toilets open, so the LDP may have created a huge potential problem for anyone buying a new home by the sea.	Heating / Nottage Primary sub-station	consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions. The Renewable Energy Assessment recommends considering installation of a new District Heat Network on this site. If this development requirement is proven to be financially or technically unviable then development proposals must follow the sequential approach to identify low carbon heating technologies in accordance with ENT10. In terms of the connection to Nottage Primary sub-station, the cost of such a connection is estimated to be circa £1.1 million and has factored into site-specific viability testing for the site of which is considered to be financially viable.
848	No	No changes proposed	Comments noted.
1405	Any new housing should reflect the most up to date energy conservation and design initiatives with the potential of widespread use of solar panels.	Any new housing should reflect the most up to date energy conservation and design initiatives with the potential of widespread use of solar panels	Comments noted. The Council recognises the significant role of renewable energy has to play. The Council has undertaken a Renewable Energy Assessment (See Appendix 17). The Assessment estimates the current and future energy demands of the County Borough, along with the progress in meeting these demands from local low carbon energy generation assets. Against this backdrop, land within the County Borough boundary has been subject to a resource assessment to identify the potential for renewable and low carbon energy project deployment from a resource perspective. A number of technologies have been considered, including, wind energy, ground mounted solar pv, biomass energy, energy from waste, hydropower energy and building integrated solar pv. The Council has set ambitious renewable energy deployment targets to maximise the use of local resources available within the County Borough. In order to reduce future energy demand, strict policies have been introduced that seek to maximise the energy efficiency of new development, integrate energy generation into wider development proposals, and ensure that low carbon heating systems are installed.
1496	I fully support the efforts being made. Cars will change to electric but will still need parking. People will not change. A Park and Ride will NOT suffice with family groups carrying tents, pushchairs, deckchairs, windbreakers, picnics, parasols etc to the beach. Porthcawl re-cycling centre had a board up informing users of 98% recycling achieved, which is already close to maximum achievement.	Concerns regarding parking in Porthcawl	Comments noted. In terms of the proposed park and ride facility in Pyle, whilst it is not likely to be delivered in the short term due to the limits of the current City Deal funding programme, the scheme will remain a long term goal for the authority. However, funding will be invested into the proposed bus terminus being developed at Salt Lake which will link in with the wider regional Metro network for visitors and residents. The authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of public transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.
1040	Sustainable building methods and ongoing reduction of energy use and waste production are supported.	Support for policies	Support noted.
51	Policy needs to include reusing materials from buildings cleared from a site into the new build e.g. slate from roofs, stone etc. New builds required or at least a % to have electric charging points for cars integrated into the build as standard. Carbon capturing road surfaces or recycled materials used.	Concerns in relation to recycling of construction material and electric charging points.	Comments noted. All development will be required to comply with Strategic Policy 3: Good Design and Sustainable Place Making (See Page 60), whereby development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment. As such future planning applications will be required to be supported through the submission of appropriate design and technical information to demonstrate compliance with the criteria set out by Policy SP3. Such criteria include responding to the climate emergency by reducing energy demands and maximising opportunities for renewable or low carbon energy generation, incorporating resource efficient/adaptable buildings and layouts using sustainable

			<p>design and construction techniques. SP3 also requires making sustainable use of natural resources, including land water, and adopt circular economy principles that: prioritise locally sourced construction materials to help reduce transport emissions; Demonstrate that consideration has been given to the use of secondary recycled aggregates or materials before using primary materials to help ensure the availability of materials in the long term.</p> <p>Guidance relating to electric charging points will be subject to a future strategy and Supplementary Planning Guidance. Furthermore, costings of electric charging points have been factored into viability testing (See Appendix 32).</p>
1020	The plan pay lip service to this.		Comments noted
121	Members acknowledge the excellent record BCBC has for recycling. However, Members agree that larger recycling depots may be needed due to the queues at the centres, especially throughout the summer months.	No changes – more recycling facilities required	<p>Policy SP15 of the Replacement LDP provides criteria against which, proposals for new recycling facilities will be assessed.</p> <p>The number of recycling facilities has grown dramatically in recent years as a result of national and regional targets to reduce disposal to landfill. This trend is likely to continue throughout the plan period and as most waste processing has elements of B1/B2/B8 use, capacity on existing industrial estates has been assessed to accommodate demand for such facilities in line with TAN 21 and the Regional Waste Plan. Hence, such facilities are encouraged to locate on existing sites which generally have suitable infrastructure to support facilities of this nature. This also enables, where appropriate, the sharing of energy produced from waste management processes to adjoining industrial users or to appropriate receptors within the wider urban area.</p>
71	Again . lets hope promises are fulfilled and not just empty promises as happens many times, resulting in a loss of faith in Developers and Council	No changes proposed	Comments noted.

Title: Do you have any comments to make on the natural and built environment policies?			
ID	Comment	Summary of changes being sought/proposed	Council response
47	The preamble mentions: “The special and unique characteristics of the natural and built environment help attract investment, promote the county as a tourist location and provide cultural experiences and healthy lifestyles for its communities preserving landscapes and seascapes Minimise impact on biodiversity Promoting net gains in bio diversity”. The RLDP as presented is completely out of accord with these objectives for Porthcawl and will have a net negative impact no matter how imaginatively designed 900 new houses may be.	The RLDP as presented is completely out of accord with these objectives for Porthcawl and will have a net negative impact no matter how imaginatively designed 900 new houses may be	<p>Comments noted. The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough’s environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children’s playspace across the County Borough (See Appendix 22: Outdoor Sport and Children’s Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed ‘audit’ of the provision of Outdoor Sports and Children’s Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the</p>

			<p>Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
480	<p>What about "empty and disused property" - some are an eyesore and a health hazard - how do you plan to deal with this ? Also there are lots of "historic" buildings in the area is there a plan to fund restoration work for listed buildings?</p>	<p>Concerns regarding empty and disused properties / history buildings</p>	<p>Comments noted. In terms of empty properties, the Council has identified empty homes as a potential source of capacity as set out in an Urban Capacity Study 2020 (See Appendix 29). Its recognised that such sites make an important contribution to the overall housing land supply, as such, have contributed to windfall provision as set out in the Deposit Plan (See Table 7).</p> <p>In terms of historic buildings, whilst it is beyond the scope of the LDP to provide funding to restore listed buildings, Policy DNP10 (See Page 210) will ensure that the character of historic buildings and structures including listed buildings will be safeguarded and conserved and change managed so that their special architectural and historic or archaeological interest and their settings are preserved.</p>
520	<p>Building on the seafront cannot enhance its beauty.</p>	<p>Building on the seafront cannot enhance its beauty</p>	<p>Comments noted. Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p>

			<p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>As set out by Policy PLA1 (See Page 63), Porthcawl Waterfront is an underutilised brownfield site occupying a prominent seafront position. The regeneration site is allocated for a residential-led, mixed use scheme that will deliver up to 1,115 dwellings with associated facilities, including tourism, open space, leisure, retail, a bus terminus and community provision. Policy PLA1 details the site-specific requirements including masterplan development principles and development requirements to enable its implementation, in accordance with the Growth (See Appendix 42) and Spatial Strategy (See Appendix 43) identified within SP1 and allocation identified within SP2. Delivery of the site will prove fundamental in achieving the Replacement LDP’s Vision and Objectives for the County Borough.</p> <p>The Council have commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters.</p> <p>The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p> <p>Additionally, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that development of Porthcawl Waterfront with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
573	PLA3 - this proposal would be in clear violation of the matters discussed here.	Concerns regarding PLA3: Land West of Bridgend	<p>The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and</p>

			<p>discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Land West of Bridgend, any development will be required (See Deposit Policy PLA3 – Page 71) to provide 4.1 hectares of retained green infrastructure and new areas of public open space as well as exploring the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland. Furthermore, the proposed allocation will be required to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p>
520	Building houses on Sandy Bay, an area donated to its residents for leisure purposes only contradicts this aspiration, as would developing the Wilderness.	Concerns regarding Strategic Allocation PLA1: Porthcawl	In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.
520	BCBC created a wasteland at Sandy Bay when the successful caravan site there was closed in 2001. Since then the site has been abandoned and left to the windblown sand.	BCBC created a wasteland at Sandy Bay when the successful caravan site there	Comments noted. It's acknowledged that the site has been allocated in the existing LDP for some time without coming forward. However, before being 'rolled forward' into the Deposit Plan, Porthcawl Waterfront was subject to robust re-assessment of its sustainability, deliverability and viability credentials. There has been a substantial change in circumstances to demonstrate the site can be delivered over the Replacement LDP period, as indicated within the housing trajectory. The Council has now purchased and has total control over Phase 1 (Salt

		was closed in 2001. Since then the site has been abandoned and left to the windblown sand	Lake), coastal defence works are progressing on site and are due to be completed by the end of 2022. Partnership options are currently being explored in order to bring forward development, initial work has commenced in relation to procurement mechanisms and a formal procurement exercise is scheduled to commence shortly. Phase 2 (Sandy Bay / Coney Beach) is being jointly promoted by the Council and a private owner and a significant majority of the site is not reliant on coastal defence works to come forward. A land-owners agreement is in place, a disposal strategy is being finalised and the site is likely to be brought to the market shortly. With Phase 1 and Phase 2 now running in parallel, there is now no reason why both phases will be unable to progress and come forward together, as further evidenced by the extensive supporting deliverability evidence.
848	No	No changes proposed.	Comments noted.
1405	The strategy states 'appropriate development will need to conserve and enhance valued countryside, landscapes, seascapes and significant geological sites'. PTC would wish to see any development fully complying with these policies.	Any development should fully comply with the natural and built environment policies	<p>Comments noted. The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside (Page 186), special landscape areas (Page 191), local / regional nature conservation sites (Page 193), trees, hedgerows and development (Page 196), green infrastructure (Page 201), and natural resources protection and public health (Page 203).</p> <p>The Council has also undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>The Strategy also recognises the importance of the Historic Environment and its's fundamental role in distinctive and natural placemaking through the planning system. The historic environment will be protected, conserved and, where appropriate, promoted and enhanced. The impact of any development proposal on the significance and heritage values of individual historic assets, their setting and their contribution to local distinctiveness and character will be required to be fully considered by applicants through the preparation of a heritage impact assessment and statement as part of the planning process, as outlined by Strategic Policy 18 (Page 208). Development Management Policy DNP10 (Page 210) seeks to ensure that, where a development proposal affects a listed building or its setting, special regard must be had to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses. Development Management Policy DNP11 (Page 213) ensures that development within or adjacent to a conservation area will only be permitted if it would preserve or enhance the character and appearance of the conservation area or its setting.</p>
1496	Sandy Bay, in its entirety, is covered by the 1937 Health and Physical Training Act, a condition of the CPO in 1947 by Porthcawl Urban District Council (PUDC). There is a vast amount of flora and fauna, including protected species - sand lizards, smooth snakes, adders, slow works and recently	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront	Comment noted. As set out by Policy PLA1 (See Page 63), Porthcawl Waterfront is an underutilised brownfield site occupying a prominent seafront position. The regeneration site is allocated for a residential-led, mixed use scheme that will deliver up to 1,115 dwellings with associated facilities, including tourism, open space, leisure, retail, a bus terminus and community provision. Policy PLA1 details the site-specific requirements including masterplan development principles and development requirements to enable its implementation, in accordance with the Growth (See Appendix 42) and Spatial Strategy (See Appendix 43) identified within SP1 and allocation

<p>spotted black smooth snakes, a highly protected species. Sandy Bay has ancient Sand Dunes. In the 1950's PUDC had surveyors do a survey. They reported that blown sand reached the first storey windows, up to 10 feet high, of the houses in New Road. Caravans and campers have to have the roads dug of sand twice a week by a heavy plant digger machine. The land known as the 'model village/monster park' is to be CPO'd for access to Sandy Bay area. The model village land has mature, historical trees, over 100 years old, which are the only trees on the Coastal front of BCBC Borough and supports a colon of owls, bats and many other species of birds, which nest in the cracks and the holes of the aged trees. Also, many insects thrive there along with ground feeders, such as mice, which the birds feed on. To destroy this habitat goes against the Environmental Act. The issue has already coursed anger with the community of Porthcawl, by the illegal felling of mature trees, which houses bats, owls, and other protected species, at the development of St Johns School, Newton, Porthcawl. The fines becoming just a job cook. I would like a investigation by 'Natural Resources Wales' and Owl and Bat Protection Societies. NRW should carry out an in depth environmental impact survey. The loss of any wooded area would have an impact on combating Co2 omissions, which BCBC have signed up to cut to zero by 2030, as stated earlier in the LDP. There is intention, by BCBC, to CPO the model village before the LDP Consultation is complete, thereby, predetermining the consultation outcome. This needs legal investigation. here is intention, by BCBC, to CPO the model village for economic benefit to a private company / owner. This needs legal investigation.</p>		<p>identified within SP2. Delivery of the site will prove fundamental in achieving the Replacement LDP's Vision and Objectives for the County Borough.</p> <p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. In terms of the potential environmental impact on Porthcawl Waterfront, a Phase 1 Habitat Survey has been undertaken, of which robustly determines what ecology constraints may exist within the site. The findings indicate that the proposed development would not have any adverse impact. Whilst further surveys will be undertaken, the proposed development of the site is not unacceptably constrained by biodiversity and nature conservation issues.</p> <p>In respect of the Relic Dunes, they are considered to provide a counterpoint to the generally hard urban edges. It provides a natural environment abutting the Bay to encourage ecosystem resilience. The dunes currently provide protection against coastal flooding. Therefore, the management of this habitat will create resilience in this natural coastal management asset. The Relic Dunes are a nationally protected habitat and the council will to continue to conserve and enhance this habitat, whilst also recognising that the dunes act as a natural coastal risk management asset. No significant effects are deemed likely as a result of development.</p> <p>Furthermore, Policy PLA1 will also ensure that green infrastructure can be incorporated as an intrinsic element of future detailed proposals across the regeneration area. There are a number of potential options for green infrastructure design that could be incorporated as part of future development within the regeneration area including the following:</p> <ul style="list-style-type: none"> • Create an extensive viable network of green corridors and natural habitat throughout development which connects larger or more expansive open spaces for both people and wildlife designed around existing site assets; • Provide pleasant, safe and linear routes for active travel such as walking and cycling for utility, recreation and health promotion; • Ensure where possible streets and roads are tree-lined or contain soft landscaping appropriate to local character, habitats and species within the area; • Utilise SUDs to provide additional multi use green space and enhance connectivity between habitats for enhanced for biodiversity; • Include bat boxes, bricks or lofts and bird boxes on all housing, to reflect the species within the area; • Harvest, store and re-use rainwater in low carbon systems; • Create natural green spaces and wild or free play areas in the urban setting; • Create a network of streets, open spaces and parks, with safe and legible routes linking them to homes and schools; • Enhance the transport system and help reduce effects of air pollution through the provision of verges of priority habitat, hedgerow, wildflower rich or rough grassland; • Provide public access to green infrastructure assets where appropriate; and • Incorporate insect attracting plants, hedgerows, log piles, loggaries and other places of shelter for wildlife refuge/hibernation within structural landscaping and open spaces. <p>Additionally, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that development of Porthcawl Waterfront with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
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1040	The actual site allocations within the LDP and the housing numbers suggested do not comply with the aims stated above.	Housing allocations out of accord with policy aims	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as</p>

			<p>Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health. For development to be sustainable, it needs to be soundly based on good environmental assessments, and to be well planned and controlled with regard to its environmental impact, in order to conserve and enhance biodiversity.</p> <p>There is clear guidance and legislation with regard to the protection of species and habitats recognised in legislation, Planning Policy Wales (PPW) and TAN5 Nature Conservation and Planning. The most relevant statutory requirements are set out in Section 61 of the Planning and Compulsory Purchase Act 2004, the Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2016 Section 6 Biodiversity and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Section 11 of the Countryside Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN5 lists all the other relevant legislation.</p> <p>To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strategy will seek to enhance the biodiversity and resilience of the County Borough's ecosystems through native species landscaping, careful location of development, the creation of green corridors, and open space management. It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals. All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider social needs of local communities. Only in exceptional circumstances, where it is in the public interest, will new development be located where it may have an adverse impact on sites designated for their</p>
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			<p>importance for nature conservation. Robust mitigation and compensation will be provided wherever this situation is unavoidable, in line with considered advice from statutory and advisory organisations.</p> <p>The Environment Act (Section 6) sets out a framework for planning authorities to maintain and enhance biodiversity to provide a net benefit for biodiversity through a proactive and resilient approach. Policies SP17 and DNP6 of the LDP set the framework to deliver on this premise, as set out in Policy 9 (NDF). Policy DNP6 (LDP) will be revised to ensure it is based on a net benefit approach to achieve these outcomes.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p>
148 5	<p>PLA1(2) and COM1(2): Impact on "Distinctive and Natural places" "To promote, conserve and enhance the natural, historic and built environment of the County Borough". 5.5.1 of the LDP states "The special and unique characteristics of the natural and built environment help attract investment, promote the county borough as a tourist location and provide cultural experiences and healthy lifestyles for its communities. Conserving and enhancing the natural and historic environment is therefore a key function of the LDP, although this needs to be balanced with the facilitation of sustainable</p>	<p>Objection to Strategic Allocation PLA2: Land South of Bridgend (Island Farm) and COM1(2): Craig y Parcau</p>	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p>

<p>economic growth in order to contribute to the national placemaking objectives of PPW.” 5.5.34 For most development to integrate successfully into its surroundings, implementation of a landscaping scheme will be required. In exceptional circumstances, where development of an incompatible design or scale, or in a location not respecting of the landscape context, is necessary and acceptable, suitable mitigation measures will be required. It is argued that the impact of high density housing development at Island Farm will most certainly be incompatible with the high landscape values and conservation and tourist attraction area to the south. It is argued that it is not possible to mitigate against the adverse impact that a development of this size and density would have on the SLA landscape context just to the south west of PLA2(2). “The settings of SLAs will be protected with consideration of the views from those areas to the settlements of the County Borough.” Protections with regard to the SLA immediately to the south/west of the Island Farm development area should be afforded. The Grade 2* listed structure, New Inn Bridge, the Registered Historic Landscape Characterisation Areas; HLC 018 (Ogmore) immediately to the south, HLC 012 (Merthyr Mawr) and of course HLC 017 (Ochr Draw and Island Farm) as well as the grade 2 listed Merthyr Mawr House and gardens (CADW register of Landscapes, Parks and Gardens of Special Historic Interest in Wales) should also be protected. 5.5.92 states “The special and unique characteristics and intrinsic qualities of the natural and built environment must be protected in their own right for historic, scenic, aesthetic and nature conservation reasons. These features give places their unique identity and distinctiveness, whilst providing for cultural experiences and healthy lifestyles.” The designation of Island Farm for 847 houses which is above the 733 presented in the developer in their Transport Strategic Appraisal, demonstrates a lack of intent to afford due</p>		<p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate sites PS.1 Island Farm & PS.2 Craig y Parcau were considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> <p>The proposed allocations (PLA2: Land South of Bridgend (Island Farm) / COM1(2): Craig y Parcau) are supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site’s net developable area. The initial Transport Assessment has now been updated to reflect the final number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA2 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site’s location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town</p>
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<p>protection by the planning authority, in promoting such development that would negatively impact upon the SLA to the south and west of New Inn Road. It is the view of this council that this size and density of development is in breach of the council's own policy. COM 6 states: A lower density of development will only be permitted where: 1) Design, physical or infrastructure constraints prevent the minimum density from being achieved; or 2) The minimum density would harm the character and appearance of the site's surroundings. It is argued that, in the case of Island Farm, both (1) and (2) apply. Specifically, the character of the SLA would be degraded as would the attraction for tourism of the popular and nationally unique area of Merthyr Mawr and its surroundings. In Conclusion: The development of such a large scale and density at PLA2(2) as well as COM1(2) will irrevocably change the whole character of the southern area of Bridgend and detrimentally impact on areas of high quality landscape that are recognised in LANDMAP designations and afforded protection via previous LDP policies. It would also deny future generations the opportunity to enjoy green infrastructure and biodiversity south of the A48.</p>		<p>Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>It must be noted that the proposed development and masterplan does not direct vehicles towards New Inn Road and the Dipping Bridge. Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages between the site, the Town Centre, Brynteg Comprehensive School and surrounding environs. In addition proposed Policy PLA2 will require the site's green infrastructure network to extend to Newbridge Fields, thereby capitalising on proposed active travel route INM-BR-49 and establishing a 'green lung' that connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents. Housing allocation COM1(2) will also be required to provide a link/extend route on A48 to connect the adjacent site (PLA2) in addition to widening footway on southern side of A48 to 3m and extend length on both southern and northern side. Broadlands roundabout will also be required to be upgraded for pedestrians and cyclists.</p>
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			<p>The site promoter's Transport Assessment has identified that with exception of the A48 proposed site access junction, and the Ewenny Road Roundabout in the AM peak hour, and the B4265 / Ewenny Road junction in both peak hours, the revised Island Farm and Craig y Parcau proposals will result in lower traffic flows through all junctions across the assessment network over both the AM and PM peak hour periods, compared to the previous consented development proposals on the Island Farm Site. As the consented flows are technically already considered to be existing on the highway network, this revised scheme will provide traffic reduction improvements across the local highway network. Previous assessment work on the Island Farm site has identified that the Broadlands Roundabout, Ewenny Roundabout, and Picton Close Junction all show capacity issues in forecast year assessment scenarios both including and excluding the consented Island Farm proposals traffic. Although the revised Island Farm and Craig y Parcau proposals in general bring traffic reductions across these junctions (from what was previously consented), with consideration of background traffic growth alone, these junctions will still likely require mitigation to operate within capacity during future forecast years. The reduction in flows as a result of the revised Island Farm proposals however, may mean that any mitigation measures implemented can potentially achieve greater capacity improvements at each junction. The revised proposals at the Island Farm and Craig y Parcau sites include three separate vehicle access points onto the local highway network (compared to just two within the consented scheme). All three site access junctions are expected to operate within capacity under the revised Island Farm and Craig y Parcau proposals. An updated assessment at all three identified junctions, and the site access junctions will be undertaken as part of a future supporting Transport Assessment for the revised development, which will ideally include up to date baseline traffic flows as the basis for the assessment (Covid restrictions allowing).</p> <p>In relation to nature/biodiversity, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health. For development to be sustainable, it needs to be soundly based on good environmental assessments, and to be well planned and controlled with regard to its environmental impact, in order to conserve and enhance biodiversity.</p> <p>There is clear guidance and legislation with regard to the protection of species and habitats recognised in legislation, Planning Policy Wales (PPW) and TAN5 Nature Conservation and Planning. The most relevant statutory requirements are set out in Section 61 of the Planning and Compulsory Purchase Act 2004, the Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2016 Section 6 Biodiversity and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Section 11 of the Countryside Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN5 lists all the other relevant legislation.</p> <p>To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strategy will seek to enhance the biodiversity and resilience of the County Borough's ecosystems through native species landscaping, careful location of development, the creation of green corridors, and open space management. It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals. All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider social needs of local communities. Only in exceptional circumstances, where it is in the public interest, will new development be located where it may have an adverse impact on sites designated for their importance for nature conservation. Robust mitigation and compensation will be provided wherever this situation is unavoidable, in line with considered advice from statutory and advisory organisations.</p>
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		<p>The Environment Act (Section 6) sets out a framework for planning authorities to maintain and enhance biodiversity to provide a net benefit for biodiversity through a proactive and resilient approach. Policies SP17 and DNP6 of the LDP set the framework to deliver on this premise, as set out in Policy 9 (NDF). Policy DNP6 (LDP) will be revised to ensure it is based on a net benefit approach to achieve these outcomes.</p> <p>It is acknowledged that Strategic Allocation PLA2: Land South of Bridgend (Island Farm) contains a Site of Importance for Nature Conservation (SINC) (The Island Farm POW Camp) of which covers 14.03 hectares of land within the allocated site. PPW identifies SINC's as local non-statutory protected sites. Paragraph 6.4.20 states that 'Although non-statutory designations carry less weight than statutory designations, they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection in development plans and the development management process.'</p> <p>Existing Consent</p> <p>In relation to Strategic Allocation PLA2: Land South of Bridgend (Island Farm), development has already lawfully commenced on this site. The Island Farm mixed use development comprising sport/leisure/commercial and office uses was granted Outline planning permission on 14th March 2012 (P/08/1114/OUT). The permission was subject to a Section 106 Legal Agreement (Legal File Refr: E40-275) that controlled highway works, land dedication, management plans, contributions and matters relating to travel and management plans associated with the stadia development. A series of reserved matters consents were granted for an indoor tennis centre, (P/14/354/RES refers), landscaping and ecological works, (P/14/823/RES refers), and highway and drainage infrastructure (P/14/824/RES refers). The Outline permission included the standard time limit conditions for the submission of reserved matters and the commencement of development. The final approval of reserved matters was issued on 12th June 2015.</p> <p>The Outline planning permission included approval for the construction of a new traffic light controlled junction on the A48 that would serve as the primary access to the development site. The road construction would however pass through an area of local ecological value – the Island Farm Prisoner of War Camp Site of Importance for Nature Conservation (SINC). Under the Conservation and Habitats and Species Regulation 2010, a conditional European Protected Species Licence was issued. In order to comply with the licence and to prevent the new access road from fragmenting the dormice population, the developer proposed to construct and plant the approved 'Green Bridge'. However, access to the site could not be formed from the A48 until the Green Bridge had been established. Under a non-material amendment to the outline planning permission and application P/17/29/FUL, the Council consented a temporary construction access from Ewenny Road/New Inn Road to allow a sequence of 'enabling works' that had been approved under P/14/354/RES and P/14/824/RES. These 'enabling works' are described as:</p> <ul style="list-style-type: none"> • The setting up of the site facilities via Island Farm Lane and New Inn Road to provide the site facilities and temporary internal roads for the delivery of earth moving plant to the site; • Undertaking earthworks to form a plateau for the Tennis Centre; • Undertaking the earthworks, drainage works and form the sub base to the internal access road working from the boundary adjacent to the interconnecting spur with the adjacent Technology Drive; • Break through the boundary hedgerow and construct the proposed road link between the Island Farm site access road and Technology Drive. Install the incoming services infrastructure that will access the site via Island Farm Lane. Construction access herein to be via Technology Drive; <p>The aforementioned works were commenced in July 2017 in accordance with the above consents and the details agreed in relation to the pre-commencement planning conditions. Under the definitions within the planning obligation, the aforementioned works constituted a 'commencement of development' triggering a number of obligations in relation to highway works. A deed of variation to the original agreement was signed on 11th October 2018 which reconciled the enabling works (phase 0) with the original obligation. On the basis of the above, the 'enabling works' constituted a material operation and a lawful commencement of reserved</p>
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		<p>matters consents P/14/354/RES and P/14/824/RES. The works have not been completed but the Council's opinion is that the permissions are extant.</p> <p>Notwithstanding the extant planning permission, based on the revised mix of uses now proposed on the site, there is considered to be an overriding need for the development. Re-allocation of this site will enable accommodation of sustainable growth enshrined in placemaking principles, deliver affordable housing in the highest need part of the County Borough and enable delivery of two schools on the site, including relocation of Heronsbridge Special School. It will also enrich active travel and green infrastructure networks within Bridgend through creation of a 'green lung' that will connect the site to the Town Centre via Newbridge Fields. Development of this edge of settlement site would accord with the Preferred Strategy, channel growth to the Primary Key Settlement of the County Borough and make a significant contribution to the housing need identified in the LHMA. The site promoter has also provided extensive supporting information to evidence the site is both viable and deliverable.</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A final masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner. This will need to demonstrate how the development will create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape, SINC, adjacent Grade II* listed Merthyr Mawr House, existing housing clusters, community facilities, Active Travel Networks and public transport facilities. An illustrative masterplan will also be included in the final version of the Replacement LDP to enable all parties to understand how the site will be developed in broad terms, including proposed land uses, access, infrastructure requirements, constraints and areas of protection. This masterplan will clearly identify the location of the SINC in the context of the wider allocation.</p> <p>Ecological mitigation measures already implemented</p> <p>As part of the existing consent, a mitigation strategy was produced in 2009 to offset the impacts of the development. It was proposed that the SINC and south west field would become a wildlife conservation area within the new development. Surveys at the site found dormice <i>Muscardinus avellanarius</i> to be present, both within the woodland and scrub in the SINC and in the hedgerows of the agricultural fields. These areas are also known to be used by bats for foraging and commuting purposes, and the SINC area contains a roost site for lesser horseshoe bats <i>Rhinolophus hipposideros</i> and brown long-eared bats <i>Plecotus auritus</i>.</p> <p>As part of the development process some areas of these habitats were to be lost, and modification to the remaining areas due to the impacts of the development, including noise and light spillage. Part of the mitigation strategy to counter these losses included the creation of new habitats suitable for the relevant species. As such, habitat design was guided by the requirements of the protected species of which had the potential to utilise the site. In addition to dormice and bats, a further condition of the existing consent required the habitat requirements of Great Crested Newts <i>Triturus cristatus</i> to be taking into account.</p> <p>The habitat design for the consented scheme included:</p> <ul style="list-style-type: none"> • Tree and Scrub Planting: translocation and planting new trees and scrub in the south-west field, providing an alternative for displaced animals, including dormice, bats, and shelter for reptiles and amphibians. • Hedgerow Enhancement: enhancement and translocation of hedgerows from the centre of the site to the eastern site boundary has been undertaken, to create continuous hedge lines which help to buffer the expanded SINC site, and to filter out noise and light from development. Additionally, it provides a continuous flight line for bats and allow dormice to disperse more easily along the hedgerows. • Bat Roosting Building: a purpose-built bat roost building has been constructed within the south-west field, providing a suitable roost site for both lesser horseshoe and brown long-eared bats, which have
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			<p>both been found roosting in the old hut within the SINC. The building was constructed on the lesser horseshoe key flight line to enable them to rapidly locate it, and also be close to good feeding habitats on the Merthyr Mawr and the River Ogmore.</p> <ul style="list-style-type: none"> • Dormouse Nest Boxes: 35 dormouse nest boxes placed within the field, to provide shelter for dormice that are to be displaced from other areas of the site. Placed within the north-east and south-east hedgerows, at approximately 10m interval. • Pond creation: two new ponds have been created within the south-west field, with the primary aim of providing habitat for Great Crested Newts. • Grassland Creation: rough grassland created around the pond to mitigate loss of existing grassland. <p>Proposed mitigation</p> <p>As part of the proposed development of Strategic Allocation PLA2: Land South of Bridgend (Island Farm), an ecological appraisal of the site has been prepared by Ethos Environmental Planning in order to:</p> <ul style="list-style-type: none"> • To establish baseline ecological conditions and determine the importance of ecological features present within the specified area; • To identify the existing habitats on site; • To identify the potential for protected species; • To identify if any further surveys are required with regards to protected habitats or species; and • To identify any key ecological constraints and make recommendations for design options to avoid significant effects on important ecological features/ resources. <p>General habitat – Existing</p> <p>The site was found to be comprised predominately of arable land in its winter stubble with very few plant species noted. The arable field margins provide good habitat for a range of species and buffer the existing hedgerows. There were numerous hedgerows across the site which ranged from mature hedgerows with trees and hazel coppice, to intensively managed species-poor hedgerows which dissected the arable fields. Two hedgerows had been translocated recently to the eastern boundary and appeared to show new growth.</p> <p>Two ponds which were created as part of the previous applications' ecological mitigation works were noted; however, neither was holding much water. Whilst there was very limited aquatic vegetation in the pond, vegetation in the immediate area included large swathes of tall ruderal and ephemeral/short perennial.</p> <p>Part of the site, in the northern section, was designated as a SINC partially due to the mosaic of grassland, woodland and scrub. This area is proposed for retention within the current masterplan, with the exception of an access road. Part of the site had been subject to clearance to enable works from the previous development proposals. The area cleared was not within the SINC identified on site. Detailed surveys will be undertaken to consider the botanical diversity of this area.</p> <p>Part of the area was brownfield land and whilst it was not an appropriate time of year for botany surveys, it was apparent that there were varied nutrient levels and areas of disturbed ground which are likely to result in higher botanical diversity.</p> <p>Built structures were also noted. These included 'Hut 9' a former prisoner of war camp from World War 2 located within the woodland in the north of the site and a dedicated bat roost located in the south-west of the site.</p> <p>A number of sink holes were noted across the site. These ranged from those which had apparently been present for a long period of time and had mature trees growing within them, to those very recently emerging and just comprising of small areas of collapsed earth.</p>
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Natural Resources Wales (NRW) states that consideration will need to be given to protected species (Hazel Dormice, Lesser Horseshoe Bats, Brown Long Eared Bat records on site). Furthermore, NRW states that consideration will need to be given to impacts on the SINC, and habitat – ancient mature hedgerows and woodland.

As such the ecological appraisal also considered the following species:

Dormouse

The site contains hedgerows and woodland of which were assessed to hold high value for dormice. The previous surveys identified the presence of dormice within the SINC located in the north of the site. It was therefore assessed that further surveys would be required to update the status of the site for this species and to inform detailed proposals for the site.

Riparian mammals

The River Ogmore was present along the eastern edge of the Craig-Y-Parcau, with records of both otter and water vole found south of the site. However, the previous surveys identified no evidence of riparian mammals within the development area. Considering the presence of previous records in the area and suitable habitat directly adjacent to the site, it is recommended surveys are undertaken for these protected species and to inform detailed proposals for the site.

Great crested newt

The previous surveys assessed the ponds to be unsuitable for great crested newt (GCN) and that GCN were absent from the site. Since then, it is understood that the previously surveyed ponds have been removed and new wildlife ponds created in the south-west of the main site area. The two water bodies identified during the walkover had relatively low water levels and limited aquatic vegetation. The current proposals indicate the retention and protection of the ponds. Nevertheless, they could provide suitable breeding habitat for amphibians and it is recommended that a Habitat Suitability Index of each of the ponds within 500m of the development site to inform detailed planning application.

Birds

There was a mix of permanent pasture and arable land providing suitable habitat for farmland birds. Also, the hedgerows and their margins within the fields was assessed to provide potential habitat for ground nesting birds. The woodland, hedgerows, scrub and scattered trees were assessed to have high potential for breeding birds. Evidence of barn owl was found in a stable in the south-east of the site. Further surveys for breeding birds have been recommended within section 5 to inform detailed proposals for the site.

Bats

The previous surveys identified roosting lesser horseshoe and brown long-eared bats within Hut 9 in the woodland in the SINC. Since the previous surveys were undertaken, a dedicated bat roost has been created in the south-west of the main site. Additionally, the built structures within the Craig-Y-Parcau area were in extremely poor structural condition and a wide range of bat roosting features were visible for the external walkover. They were assessed to hold high potential for roosting bats. Therefore, it was assessed that an updated assessment of the structures should be undertaken to assess their status for roosting bats. Additionally, emergence/re-entry surveys are recommended. The habitats within both sites contained woodland and hedgerows, offering potential commuting, foraging and roosting habitats for bats may provide potential commuting and foraging habitats for bats. A number of mature trees were also noted which could have potential roosting features for bats.

		<p><u><i>Badgers</i></u> The habitats on site were comprised of woodland, grassland and arable land which have potential to support badgers. However, it should be noted that the previous survey identified badgers to be absent from the site.</p> <p><u><i>Reptiles</i></u> Much of the site was comprised of arable land and agriculturally intensified grassland providing negligible potential for reptiles. The key features were assessed to be the sections of grassland and scrub located at the woodland edges. The site was comprised of common and widespread habitats providing low potential habitats for invertebrates. No detailed surveys will be required.</p> <p><u><i>SINC Review</i></u> A SINC review undertaken by the Wildlife Trust indicates that the on-site SINC does not appear to have changed significantly since 2011's survey and therefore still qualifies as a SINC. The small section of woodland in the field to the south-east is worth removing from the citation as it is isolated and does not appear to add to the site's value. The woodland varies in quality but appears to offer habitat for dormice and bats and there are numerous woodland indicator species. The grassland is not particularly species-rich but adds to the site as a whole. The site suffers from antisocial behaviour including fly-tipping, frequent drug use and signs of semi-permanent habitation that is detrimental to the biodiversity of the site. The review recommended that dormouse tubes are replaced and monitored and that antisocial activities are reduced where feasible. Although the grassland areas are not very diverse they add to the diversity of the site and some scrub control to stop their loss is recommended though not a priority.</p> <p><i>Overall</i> PPW identifies SINC's as local non-statutory protected sites of which carry less weight than statutory designations, however it is acknowledged that they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection. As such, the Masterplan relating to allocation PLA2: Land South of Bridgend (Island Farm) has included a number of measures to address previously identified ecological constraints including the retention of the majority of the SINC and protection of the artificial bat roost and hedgerows. Furthermore, the masterplan for Island Farm has indicated the retention of SINC land within the site boundary, with the exception of the access road from the A48. Areas of ecological value are proposed for retention including existing sink holes; which offer value for a range of invertebrates, and an ecological enhancement area located in the south-western field; previously enhanced for ecology in relation to the 2008 sports village application. The masterplan also indicates retention of continuous green areas to ensure a continued network of green and blue infrastructure.</p> <p>Further work and surveys are to be undertaken from an ecological perspective in line with the recommendations of the ecological report. However, there were no 'show-stoppers' found at this stage, with appropriate mitigation measures available to ensure that the development of the site is acceptable and any related impacts can be minimised. NRW support the commitment for the future development of the site to follow a Green Infrastructure led approach so that the mixture of uses will be fully integrated and designed around the SINC.</p> <p>Overall, the site has an extensive planning history which has demonstrated that the site can be developed in an ecologically sensitive way through careful scheme design and the use of mitigation measures. Policy PLA2 will ensure that the proposed uses through outlined development requirements are fully integrated into the future development of site.</p> <p>With regards to landscape matters, a Landscape Character Assessment for Bridgend County Borough was prepared by LUC and published in 2013. The document provides guidance on landscape character and, following the adoption of the Local Development Plan, supplements the Green Infrastructure, Biodiversity and</p>
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			<p>Landscape Supplementary Planning Guidance. The Assessment categorises undeveloped land into 15 Landscape Character Areas (LCAs) with the site in question being located within the “Merthyr Mawr Farmland, Warren and Coastline” which runs north-eastwards up from the coast to the southwestern fringe of Bridgend. The Assessment emphasises that the majority of the Merthyr Mawr Farmland, Warren and Coastline LCA falls within the Merthyr Mawr Special Landscape Area, recognising designations such as Merthyr Mawr Warren SAC, SSSI and NNR, Newton Fault RIGS, several Scheduled Monuments, Merthyr Mawr village Conservation Area and the Grade II* Registered Park and Garden of Merthyr Mawr House. Much of the landscape is designated as of Outstanding Historic Importance and all of the coastal area lies within the Glamorgan Heritage Coast. The Assessment also identifies key landscape sensitivities to development-led to change, stressing the important of protecting the nationally important archaeological and cultural heritage of the landscape as an integral part of the wider Landscape of Outstanding Historic Importance, including prehistoric and medieval remains, the dunes’ ancient buried archaeology and the Grade II* Merthyr Mawr Estate. The Assessment recommends implementing management strategies for their continued survival and visibility in the landscape, including through appropriate land management practices and recreation management. As such, the importance of this landscape, and the need for landscape mitigation measures for any local development proposal, is clearly recognised within the Replacement LDP’s evidence base and this will be further emphasised within the supporting text to PLA2(2) for completeness.</p> <p>In particular, the southern boundary of the Land South of Bridgend (Island Farm) proposed allocation is important as it lies adjacent to a historic landscape as identified by the LCA. The Replacement LDP will seek to protect and conserve this landscape’s character and features by appropriate development mitigation measures. Policy PLA2 will ensure the design and layout of the site has regard to the surrounding landscape, minimising visual impacts through the inclusion of mitigation measures that provide links with the existing landscape and access features. Appropriate landscaping treatments must be utilised along the southern fringes of the site in order to minimise visual impacts on adjacent uses.</p> <p>There will, undoubtedly, be an element of landscape change, although, as aforementioned, the existing permissions (P/08/1114/OUT, P/14/354/RES, P/14/823/RES and P/14/824/RES refer) on the site are considered extant. A Landscape and Visual Impact Assessment (LVIA) was undertaken as part of the Environmental Statement submitted alongside the 2008 outline application for the sports village at Island Farm. The LVIA evaluated the significance of landscape and visual impacts by assessing the sensitivity of the existing baseline landscape and visual resources of the application site and wider area and the magnitude of the change that would occur to the site and surroundings during the various phases of the development. The LVIA was prepared on the basis of proposals for a sports village which included buildings of close to 20m in height as well as, in the cases of the proposed stadia elements, a high level of massing. The LVIA concluded that “while there will be permanent residual views of buildings, these will be predominantly negligible, minor or moderate significance following the implementation of the comprehensive mitigation measures at the end of the 15 year assessment period. Views are a subjective matter and have been assessed as being adverse because of the scale of change in the appearance of an undeveloped landscape. It is anticipated that the majority of receptors will embrace these community led proposals and be stimulated by the quality and appearance of this development. The loss of landscape features will be significantly compensated by the scale of proposed planting and through improved landscape management, will give rise to beneficial landscape and ecology effects in the medium and long term future”. A series of mitigation measures were recommended. Broadly, the same means of mitigation are proposed as part of the newly proposed development and will include strong boundary planting, the creation of an undulating roofscape, the use of muted recessive colours, the use of horizontal and vertical bands of colour and texture, and using cut and fill techniques to reduce perceived scale and mass of buildings. It should also be noted that the proposed mixed-use development at Land South of Bridgend (Island Farm) will result in significantly reduced building heights and a reduced feeling of massing when compared to the previously permitted sports village scheme.</p>
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			<p>The site promoter has equally considered the landscape effects in addition to mitigation measures. The site is not subject to any local or national, statutory or non-statutory landscape designations, albeit there are listed buildings and TPOs on the edge of the site (neither are directly affected by the proposed development). LANDMAP analysis reflects that the sites are not subject to any designations. Whilst scoring as “high” and “outstanding” against certain criteria, it also performs as “medium” and “low” for other criteria and overall the level of sensitivity is comparable to similar parcels of land on the urban fringe of Bridgend. Further, the development of the site is not considered to undermine any of the six landscape sensitivities that are identified as typifying the Merthyr Mawr Farmland, Warren and Coastline Landscape Character Area. A detailed, updated LVIA will be required to inform and accompany further masterplanning work (as part of a future planning application). This more detailed assessment will include finer details relating to roofscapes and landscaping.</p> <p>The Replacement LDP is also accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under ‘Cultural Heritage’, which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>For Land South of Bridgend (Island Farm), the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and listed buildings. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA2 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA2 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan. The tourism and culture asset of Hut 9 will also be preserved and enhanced through improved linkages and active opportunities.</p>
123 3	Broadly support this concept, but the LDP fails to put this concept into effect. You have completely overlooked, and make absolutely no reference to, Bridgend’s historic Market Town status. Whilst this	Concern/support for natural and built environment policies.	Comment/support noted. In relation to Bridgend’s historic Market Town status. The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred

	<p>continues to be ignored I believe Bridgend, as a town and a county, Will continue on a downhill slide! Furthermore your SLA and SINC status applied randomly to swathes of agricultural land should neither disrupt current usage nor future enhancements or diversifications conducive to sustainable food production & periphery supporting enterprises.</p>	<p>Concern/ comment in relation to SLA and SINC status</p>	<p>Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>Any planning applications proposing development on land designated as a Special Landscape Area (SLA) or a Site of Importance for Nature Conservation (SINCs) will be assessed against Policies DNP4 and DNP5 respectively, to ensure that no adverse impacts result from development.</p>
<p>51</p>	<p>Properties built need to reflect the housing stock around them. Natural environment has to be a priority over built environment. New habitat must be established and improve natural environment. Pollinator habitat must be given thought not just bats and newts.</p>	<p>Concern in relation to natural environment</p>	<p>Comment noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement Policy SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p>

		<p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. Sites will be required to deliver affordable housing, education provision, recreation facilities, public open space, active travel provision plus appropriate community facilities.</p> <p>In terms of reflecting the neighbouring housing stock, the Replacement Plan ensures that all development comply with Strategic Policy 3 on Good Design and Sustainable Place Making (See Page 60). The development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment. As such future planning applications will be required to be supported through the submission of appropriate design and technical information to demonstrate compliance with the criteria set out by Policy SP3. Such criteria include design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character.</p> <p>In terms of giving priority to the natural environment, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough’s environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children’s playspace across the County Borough (See Appendix 22: Outdoor Sport and Children’s Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed ‘audit’ of the provision of Outdoor Sports and Children’s Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the</p>
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			<p>Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
573	<p>Landscape and loss of visual amenity; well-being and future generations; sustainability Given that the document concedes that this is an "urban extension", it follows that this site is best described as a "development outside defined settlement boundaries". It is also a fact that the council ward of Laleston is designated as "rural" by BCBC for the purposes of its RDP (rural development programme). All the above must mean that DNP1 on P.186: Pr. "The Countryside and Landscape" applies to this site. The planning policy states: "All development outside defined settlement boundaries must ensure that the integrity of the countryside is conserved and enhanced. There is a presumption against development in the countryside. (Italics supplied). The developers have made no effort to demonstrate that any of the 13 exceptions listed under DNP1 apply to this site. Furthermore, they have not demonstrated any housing need at this particular location. The development would inflict a serious loss of valued landscape and visual amenity. It would violate historic rights of way, which have always been treasured by local people and nurtured by the Community Council, and which are even more vital to well-being and future generations in a post-Covid context. The so-called green corridors the developers would leave behind would present a comparatively miserable aspect, and once the developers have made their profit and left the area the responsibility for and cost of their upkeep would pass on to the</p>	<p>Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.</p>	<p>Comments noted. Regarding potential gypsy and traveller site allocations, it is a Welsh Government requirement for all Local Authorities to undertake a Gypsy and Traveller Accommodation Assessment the Housing (Wales) Act 2014 places a legal duty on the Council to meet any identified Gypsy and Traveller accommodation needs. These needs have to be considered as part of the Replacement LDP process and the plan to propose sites to meet any identified need to comply with statutory legislation.</p> <p>The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a</p>

<p>community. This raises the serious issue of sustainability. These aspects alone provide sufficient reason to dismiss the application as they are contrary not only to acts of the Welsh Parliament but also to the Wales's basic constitutional commitment to sustainable development. History and archaeology; ancient and semi-ancient woodland; biodiversity. The proposed development is clearly in conflict with the following principles of good planning as outlined in the draft document. P.27, LS1: Important landscapes LS2: Historic environment P.182, SP17: Conservation and enhancement of the natural environment P.193, DNP5: Local and Regional Nature Conservation Sites, including DNP5(2), Site of Importance for Nature Conservation (SINC) In the draft document, Page 71, Pr.(a), the would-be developer makes light of the above considerations. A SINC and Scheduled Ancient Monument are mentioned, without any proper consideration of their significance. Pr.(c) mentions trees, hedgerows and habitat. Pr.(d) mentions landscape, a Special Landscape Area, and a "sense of place". No detail is attached to any of these topics, the underlying issues are skimmed over. Merely mentioning these aspects will not do. The onus is on the developer to demonstrate that all these aspects can be fully mitigated. Appendix 5, P. 15-21, contains the findings of consultants, paid for by the developer. I hereby challenge these findings as incomplete, inaccurate and biased. They are based on desk research, and there is no evidence of fieldwork research. The qualifications and credentials of the person(s) tasked with this item are not revealed. The viewing of Google Maps and satellite pictures is no substitute for local knowledge and investigation on the ground. Opinions expressed by consultants on certain areas such as "limited botanical interest" and "species poor" are unevenced and some are manifestly untrue. They are based on speculation as opposed to hard evidence. Statements on</p>		<p>sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was</p>
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<p>P.19 Pr. "Arboculture" put in plain sight the applicant's intention to destroy trees. Let us not forget that the site mainly consists of Grade 2 agricultural land, the highest grade available in Wales. At a time when the twin problems of Brexit and Covid are threatening supply chains, and the media are reporting empty supermarket shelves, it is difficult to explain why BCBC is being asked to even consider low density development, in what has in the recent past called "executive" style at this particular greenfield site, when as will be argued below, there is potential for affordable and social housing more attuned to the economic and social need of modern local families, on brownfield sites that have not been incorporated into the housing allocations in the draft document. Last but not least, it is relevant to mention that many parents and grandparents have commented how much they value the fact that the PLA3 site provides their children and grandchildren the opportunity to see sheep and cattle, in a natural environment, a short walk from their homes. Such considerations are not to be dismissed in a world where we claim to be concerned about well-being and mental health, and where the most highly qualified physicians in this field are stressing the importance of greenery in the environment, In response to P.20, Pr. "Archaeology" one is tempted to reply, "No kidding, Mr. Sherlock!" when the consultants reveal that there are "No World Heritage Sites" affected. However, the written historical record, together with the experience of local people who use the extensive Rights of Way network is that there is a definite "sense of place" which already exists, and which would casually be destroyed, judging by the cavalier attitude revealed by the developer and their consultants in these pages. The development puts pressure on the field known as Cae'r Hen Eglwys. On P.73, Pr. 12, an unsubstantiated claim is made, that the development would "positively integrate" the remains of Llangewydd Church and Churchyard Ancient</p>		<p>and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.</p> <p>Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p>
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<p>Monument, “in a manner that preserves and enhances the remains as part of the wider site.” In truth, this ancient monument and its standing stones would be endangered by this development. In Appendix 5, P.17, Pr. “Land Ownership”, it is claimed that Llanmoor Development Co. Ltd. has “complete control over the whole land-holding”. This raises questions. If these claims are true, why is the field “Cae’r Hen Eglwys” not included on the map within the development boundary? Is there an agreement with the owner of the field? Also, what exactly is meant when the text refers to the “wider site”? In the absence of answers within the documentation, it is reasonable to conclude that the would-be developers have an eye on the future, and permission to build up to Llangewydd Road Lane would be followed by further applications, putting pressure on the planning system for permission to cross the road and develop onwards towards the railway main line, the motorway and village of Penyfai. It is also reasonable to conclude that the removal of a “natural” boundary is the true motive for the proposal to “pedestrianise” a portion of Llangewydd Road. There are various vague references in the documentation to “future development”, and these can be taken to signal very clearly that there are longer term ambitions to put further housing to the north and west. Testimony from residents confirms the presence of a rich stock of rural wildlife, for example: ancient trees including oaks; flora including orchids, meadow flowers, fungi, mosses, and a mix of hedgerow species which date the hedgerows in terms of hundreds of years. As for fauna, there are regular sightings of fox, rabbit, weasel, squirrel, dormouse, hedgehog, frog and toad. There are bats, and a variety of birds, including birds of prey. Historical significance and archaeological potential are indicated by the following quotations: “Llangewydd Lane and Penyfai Lane on the west are ridgeways or harrow ways, and therefore carry back their origins to prehistoric times”.</p>		<p>The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach to potential landscape and visual opportunities and constraints.</p> <p>The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site. However, the embedded mitigation and the approach to design is considered to minimise adverse effects over time as the proposed landscape establishes and overall the predicted effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site.</p> <p>The appraisal included a review of national and local policy, landscape character and visual amenity. The appraisal included assessment of the National Landscape Character Assessment (NLCA), LANDMAP, and Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) in addition to an on-site assessment. The appraisal confirms that the site relates well both in landscape and visual terms to the existing landscape and settlement, and that the site represents a logical extension to Bryntirion provided a considered design is sensitive to the site’s existing characteristics. The design appraised responds sensitively to assets on site such as the Bridgend Circular Walk, the byway, the hedgerow network and vegetated site boundaries. As such the proposals put forward at this stage are considered to be a thoughtful and easily assimilated future development of this site.</p> <p>Mitigation measures include:</p> <ul style="list-style-type: none"> • The Laleston Meadows SINC would be brought into regular long-term management. This would protect the visual amenity and landscape character of this northern part of the site. A landscape buffer would set development back from the SINC, and dwellings would front onto it. The SINC could be used as a mitigation receptor site (in ecological terms) and the grazed fields currently within the SINC could be improved by the proposals as well as maintained in the long term. The SINC offers a great opportunity for informal and natural play on site provided increased public access would not clash with its ecological function; • The site contains very few of the key characteristics listed in the published documents on Laleston SLA. The site has a strong network of hedgerows, some which would be lost and the field pattern replaced by urban form. However, the retained hedgerows and trees would be protected by landscape buffers and some of the character of the SLA within which the site lies would be retained; • Provision of structural landscaping, a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. Areas of open space would be bolstered by considered structural planting to create an aesthetically pleasing urban development which is well integrated with the proposed landscape strategy and the settled landscape character currently experienced in the local area; • Retention of existing landscape features (hedgerows and trees) is a priority of the emerging proposals as it forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site; • Adequate replacement planting of local species in appropriate locations to compensate for any loss of trees and hedgerows, and enhancement planting; and • The location of public open space, public footpaths and the street-alignment has been designed to protect and reflect local character. <p>Through consideration of the findings above, it is anticipated that any notable landscape and visual effects resulting from the addition of the proposed scheme would be localised in extent and contained within a c.400m radius of the site, despite the site’s relatively open character.</p>
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<p>- H.J.Randall: Bridgend, The Story of a Market Town, Johns, Newport, 1955. "The fee of Llangewydd with its church passed from the Scurlage family to the monks of Margam before the end of the 12th Century." "In the early years of the 13th Century, Morgan ap Caradoc ap Iestyn, held the fee of Newcastle, Bridgend, and he and his heirs granted much land to Margam Abbey. Some of this land was sited in the Laleston-Llangewydd area" (After the Act of Dissolution of the Monasteries of 1536) "no time was wasted in the disposal of abbey lands. Sir Rice Mansel of Gower acquired the lease of a fair sized portion, which included...coal pits at Cefn Cribwr, tithes in Penyfai, and the granges at Llangewydd". - A.L.Evans: Margam Abbey, published by the author, Port Talbot, 1958. "The monks of Margam acquired at considerable expense a long-term lease of a knight's fee which lay close to the abbey, at Llangewydd....The monks, seeing the contract with the knight to be very profitable, secured a lease of the parish church and after an interval of time expelled the parishioners from their homes and razed the church to the ground". - Dr. Fred Cowley, Gerald of Wales and Margam Abbey, Margam Lectures, Friends of Margam Abbey, 1988. "Ffordd y Gyfraith, the 'Road of the Law'... this is how the officers of the Marcher Lords would have travelled to the Welsh uplands. It is also how pilgrims went to Llangynwyd... The Ffordd y Gyfraith crosses the main Bridgend road at the east end of Laleston village. In medieval times there was a wayside cross, or pilgrim's marker standing here. You can still see the socketed base almost buried in the roadside verge." - Prof. Madeleine Gray, et.al., Laleston Stones Trail, pamphlet, Laleston Community Council and Bridgend County Borough Council, 2012. "The requirement for more homes is not necessary. Regarding the extensive archaeological landscape that would be affected by such a development, it can only be described as significant" - Karl-James Langford, FSAScot, MLitt (Archaeology),</p>		<p>Overall is it considered that the masterplan framework proposed for the site has been sensitively designed through a landscape and ecology-led approach, with appropriate incorporation of mitigation measures in order to address concerns of the site in relation to landscape and visual matters. As such, the promotion of this site for residential development should be considered an acceptable extension to the existing settlement of Bryntirion which would not cause significant or wide-ranging adverse effects upon its surrounding landscape context.</p> <p>Policy PLA3 will ensure that the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through the inclusion of mitigation measures and provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must also not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape.</p> <p>In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutorily and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.</p> <p>Given the combination of designated sites, it is concluded that any future planning submission will need to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC and its associated designated features will be retained. Furthermore, such retained features will be further protected from potential harm, damage and disturbance through the sensitive design of built development away from SINC boundaries and inclusion of suitable buffers.</p> <p>The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will provide substantial potential for a balanced provision of areas of informal public open space and wildlife zones. When linked with proposed POS and play areas across the developable site this will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during the development of adjacent land.</p> <p>An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include the native hedgerows delineating the northern boundary and internal field boundaries in addition to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered for their potential to support great crested newt.</p> <p>The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought to locate development across those habitats of predominantly limited ecological value whilst retaining boundary habitats as far as possible. Where retained, such features have been accommodated within proposed informal green space and sustainable transport links, which ultimately enhances connectivity throughout the Site and contributes to the wider green infrastructure resource.</p> <p>Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit predominantly species-poor or defunct), the site is considered to be of sufficient size and extent to enable future development proposals to flexibly avoid and/or mitigate for any significant ecological constraints and</p>
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<p>PgDip (Archaeology and History), Fellow of the Society of Antiquarians. Author: Romans in South Wales, Archaeology Cymru Media, Barry, 2021.</p>		<p>compensate where necessary. This will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.</p> <p>The report also highlights further detailed habitat and species surveys which are recommended to inform a planning application and ensure proposed mitigation is appropriate and proportional. These include a Dormouse survey, which was raised in comments received from NRW. Policy PLA3 will require the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. PLA3 will also require the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p> <p>Policy PLA3 will require development to incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Additionally, PLA3 requires 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With regards to education and comprehensive school provision, a contribution will be taken in accordance with the Education Facilities and Residential Development SPG and a decision will be made by the Local Education Authority as to how the sum will be utilised.</p> <p>In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site.</p> <p>With respect of drainage, the site promoter has prepared a high-level drainage strategic of which confirms that the site is located with DAM Zone A, which is used within Technical Advice Note 15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment (SCFA which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SFCA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.</p>
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		<p>number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA3 prescribes a number of placemaking principles for Land West of Bridgend, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate</p>
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			<p>a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p> <p>The site promoter's Transport Assessment confirms that the traffic effect of 850 dwellings is forecast to be in the order of 269 and 243two-way movements in the AM and PM peak hours respectively, although this is considered worst case as attitudinal change towards travel progresses. This quantum of trips equates to just over 4vehicles per minute two-way, diluted across the local highway network. The assessment concludes that the development provides opportunities to create a new western edge to Bridgend in a self-sustaining site offering community facilities suitable for day to-day living. In this way, the transport case for mobility provides the options necessary to promote sustainable travel modes before the private vehicle. The design of the environment, the travel planning and the locational advantages, together with the Mobility Strategy means there is a major benefit for existing and new residents, significantly improving travel choice, for commuting, leisure and social journeys and hence social inclusion. Working from home and from a third-place such as a non-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
435	<p>Pen Y Fai 1. Green Spaces Residents believe the Local Development Plan should recognise and mark both the Pheasant Field (Pen y Fai Kick about area) and Cavendish Park as green leisure spaces. My submission is that these green spaces be recognised and marked as such in the published LDP. 2. Gypsies and Travellers Site Court Colman There is a small settlement proposed in Court Colman (SP7 (1) for the Gypsies/Travellers community - the key for which appears to be missing on the plans. The ward of Aberkenfig already has a site less than 1 mile away from the one proposed. Also the LDP plans to place one in Bryncethin. Residents understand the need for such sites for the Gypsies/Travellers community, but are opposed to the current plan area of natural beauty (near Pennsylvania Woods). The area is a valued ecological / habitat area which, in a network to surrounding sites and woodlands, contributes to wider biodiversity. We ask BCBC to consider other options for placing this site outside of the wards. 3. Site Interview Residents are not aware of any site visits by ORS researchers and no interview using the questions set out in the GTAA Guidance</p>	<p>Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.</p>	<p>Comments noted. The areas mentioned have both already been identified within the Open Space Audit as amenity green space, which offers protection from development.</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a</p>

<p>were sought with either residents of Court Colman or Pen y Fai village, as required by the Welsh Government Guidance. Pen y fai residents are opposed to this and wish for a more appropriate site to be considered. Not all residents have been aware about this consultation and are requesting for more time to respond</p>		<p>sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council’s ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under ‘Cultural Heritage’, which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was</p>
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		<p>and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.</p> <p>Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p>
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			<p>Overall is it considered that the masterplan framework proposed for the site has been sensitively designed through a landscape and ecology-led approach, with appropriate incorporation of mitigation measures in order to address concerns of the site in relation to landscape and visual matters. As such, the promotion of this site for residential development should be considered an acceptable extension to the existing settlement of Bryntirion which would not cause significant or wide-ranging adverse effects upon its surrounding landscape context.</p> <p>Policy PLA3 will ensure that the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through the inclusion of mitigation measures and provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must also not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape.</p> <p>In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutorily and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.</p> <p>Given the combination of designated sites, it is concluded that any future planning submission will need to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC and its associated designated features will be retained. Furthermore, such retained features will be further protected from potential harm, damage and disturbance through the sensitive design of built development away from SINC boundaries and inclusion of suitable buffers.</p> <p>The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will provide substantial potential for a balanced provision of areas of informal public open space and wildlife zones. When linked with proposed POS and play areas across the developable site this will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during the development of adjacent land.</p> <p>An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include the native hedgerows delineating the northern boundary and internal field boundaries in addition to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered for their potential to support great crested newt.</p> <p>The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought to locate development across those habitats of predominantly limited ecological value whilst retaining boundary habitats as far as possible. Where retained, such features have been accommodated within proposed informal green space and sustainable transport links, which ultimately enhances connectivity throughout the Site and contributes to the wider green infrastructure resource.</p> <p>Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit predominantly species-poor or defunct), the site is considered to be of sufficient size and extent to enable future</p>
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		<p>development proposals to flexibly avoid and/or mitigate for any significant ecological constraints and compensate where necessary. This will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.</p> <p>The report also highlights further detailed habitat and species surveys which are recommended to inform a planning application and ensure proposed mitigation is appropriate and proportional. These include a Dormouse survey, which was raised in comments received from NRW. Policy PLA3 will require the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. PLA3 will also require the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p> <p>Policy PLA3 will require development to incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Additionally, PLA3 requires 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With regards to education and comprehensive school provision, a contribution will be taken in accordance with the Education Facilities and Residential Development SPG and a decision will be made by the Local Education Authority as to how the sum will be utilised.</p> <p>In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site.</p> <p>With respect of drainage, the site promoter has prepared a high-level drainage strategic of which confirms that the site is located with DAM Zone A, which is used within Technical Advice Note 15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment (SCFA which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SCFA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.</p>
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			<p>appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA3 prescribes a number of placemaking principles for Land West of Bridgend, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120..</p>
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147	There should be a move towards protecting larger green space sites by placing them into a trust agreement with the Fields in Trust so that they are protected in perpetuity. There also needs to be a closer look at the provision of allotment space in comparison with demand.	No changes – greater protection for green spaces; provision of allotment space to meet demand	<p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings will be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>In terms of the Strategic Development Sites, Policies PLA1-PLA5 detail the site-specific requirements including masterplan principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. Section 106 Agreements will be used to secure appropriate future and maintenance and ownership arrangements.</p> <p>With specific reference to the provision of allotments, Policy COM10 sets a benchmark standard of 0.2 hectares of allotment space per 1,000 population. This is based on the 'Growing in the Community' document published by the National Society of Allotments and Leisure Gardeners (NSALG). Promoters of residential development proposals will need to demonstrate compliance with Policy COM10 through the submission of a green infrastructure strategy which will facilitate the provision of additional allotment plots in appropriate locations where there is evidence of need.</p>
107	These policies in of the Deposit Replacement LDP do not take into account	No changes – concern over	Comments noted. The Vale of Glamorgan Council have been consulted at all stages of the Replacement LDP preparation.

	the impact on neighbouring communities in the Vale of Glamorgan	impact on Vale of Glamorgan	
1020	Your plan actively seeks to wreck our local environment. It's an insult to suggest anything else.	No changes	Comments noted.
121	Members agree that conserving and enhancing the natural and historic environment of the borough is extremely important. There is much on offer to attract investment but there is also much more that can be done to promote tourism. Members feel strongly that it was a dreadful shame that the Tourist Information Office at McArthur Glen was closed. Not only was it an attractive building but as well as promoting tourism, it also promoted the culture and history of the area. Most importantly, it also encouraged the use of the Welsh Language, with lots of resources on sale for not only tourists but also for local people. Members feel strongly that it should be reinstated.	No changes – greater promotion of tourism needed	Comments noted.
1485	<p>There are several Conservation Areas designated within BCBC - three of which are located in the Bridgend Town area; name,</p> <p>a) Bridgend Town Centre; b) Newcastle Hill; c) Merthyr Mawr Road.</p> <p>These were so designated many years ago and whilst areas b & c have generally received considerable attention conducive to their enhanced status, the Bridgend Town Centre CA has been poorly served by way of maintaining the highest standards of conservation for all parts of the built streetscene.</p> <p>Attempts have been made to upgrade several of the older buildings with varying degrees of success, but attention to others has been painfully slow and not sufficient to call the Town Centre a Conservation Areas.</p> <p>Pedestrianisation came to Bridgend nearly two decades ago, yet very little has been spent on maintaining the infrastructure,</p>	No changes – concern over condition of Bridgend Town Centre Conservation Area	Comments noted.

	<p>paved areas, road surfaces etc., so consequently they are now looking drab and 'tired' and rock underfoot in many places, become trip hazards and infilled with tarmac and concrete in many locations.</p> <p>Complete renewal is requirement URGENTLY. Specifically, the Old Stone Bridge off Dunraven Place sating back to 1425 and now fast approaching its 600th anniversary is in a poor and neglected state of repair and appearance, having had no upgrade since 2005; and in the words of CADW in a recent letter (attached) point out those were 'starting to fail'.</p> <p>BCBC has stated that it has 'no plans to undertake any works'. This is a disgrace and greater attention to monuments and Conversation Areas MUST form part of the thinking within the new LDP.</p>		
71	Excellent if achieved	No changes proposed	Comments noted.

Title: Do you have any comments to make on the key proposals? Maesteg and the Llynfi Valley			
ID	Comment	Summary of changes being sought/proposed	Council response
480	<p>Lots of these schemes have been talked about - and the priority is always the housing because its the easiest in respect of private development firms funding all the work and taking the benefits in sales - - how do you ensure the other aspects of the plan happen especially the employment and commercial options first to ensure the jobs attract people to the area rather than houses being built that people cannot afford.</p>	<p>Priority is always housing / concern regarding employment</p>	<p>The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including</p>

			<p>some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites, the vast majority of which are greenfield. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>Policy PLA1-5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such development will deliver a wide range of land uses including affordable housing, education, recreation facilities, public open space, active travel plus appropriate community facilities and commercial uses. Delivery of these Strategic Sites will prove fundamental in achieving the Replacement LDP's Vision and Objectives for the County Borough.</p> <p>As detailed within the Employment Background Paper, the Replacement LDP evidence base has evaluated a comprehensive range of growth options and analysed the link between different levels of population change and the size and profile of the resultant resident labour force. This has ensured development of a Growth Strategy that is most appropriate to achieve an equilibrium between the number of economically active people remaining within and moving into the County Borough plus the number of employers relocating and/or expanding within the same vicinity. One of the key aims of the Plan is to minimise the need for out-commuting. The relationship between housing growth and employment provision has been very carefully considered to this end. Therefore, the Deposit LDP does not seek to transform Bridgend County Borough into a commuter area for Cardiff and Swansea, and this is the opposite aim of what the strategy is seeking to achieve. The level of growth proposed is considered the most appropriate to achieve an equilibrium between new homes and employment provision, balanced against other key infrastructure requirements, and connected through enhanced active travel opportunities. This is detailed further within the Employment Background Paper.</p>
573	No	No changes proposed	Comments noted.
520	No as I do not live or visit there	No changes proposed	Comments noted.
520	No	No changes proposed	Comments noted.

848	No	No changes proposed	Comments noted.
134	<p>Members of Ynysawdre Community Council (YCC) have discussed in detail the Local Development Plan for 2018 -2033 and this is our collective response to the consultation document. These discussions focused on the potential direct and indirect impact it may have on the areas of Tondu, Ynysawdre and Brynmenyn areas, which form part of the Valleys Gateway.</p> <p>Whilst the council members were pleased to see that the LDP acknowledged that there are capacity issues which would constrain further significant residential development there were concerns within the LDP that there were insufficient plans for affordable housing and that the targets set were far too low and that the</p>	<p>Concerns relating to Impact of key proposals on Tondu, Ynysawdre and Brynmenyn areas.</p> <p>Concerns relating to insufficient plans for affordable housing.</p>	<p>Comment/support noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>In terms of affordable housing, the Council has prepared an updated Local Housing Market Assessment (LHMA) for the County Borough (See Appendix 23). This assessment has informed the Replacement LDP to ensure the plan will provide an appropriate contribution to affordable housing provision, through viable thresholds and proportions.</p> <p>While additional affordable housing is needed throughout the County Borough, this varies by Housing Market Area in terms of quantity and type, with Bridgend having been identified as the highest housing need area. This evidence, combined with the Settlement Assessment (See Appendix 19) and Spatial Strategy Options (See</p>

<p>suggestion that S106 would deliver social and affordable was unrealistic.</p> <p>When considering the indirect impact that the LDP would have on the YCC area it was noted that any proposed significant residential developments in Maesteg and LLangynwyd would have a significant effect on an area which BCBC has already acknowledged within the LDP already has major capacity issues when looking at the access to the M4 corridor at J36.</p> <ul style="list-style-type: none"> • South of Pont Rhyd-y-Cyff – A southern extension of the village, which BCBC estimates could accommodate up to 500 new homes and acknowledges there would need to be improvements to road safety for pedestrians and cyclists. • Maesteg Washery – Land to the north-west of Maesteg Comprehensive, which could be used for 135 new homes as a “natural expansion of the town”. • Former Revlon/Cosi factory, Ewenny Road, Maesteg – Outline planning consent has already been granted for a mixed-use development of business units, retail, 	<p>Concern in relation to impact of proposed development in LDP on the YCC area specifically in relation to the traffic generated.</p>	<p>Appendix 43) Background Paper, informed the classification of Bridgend as the Primary Key Settlement within the Settlement Hierarchy and the primary focus for sustainable growth. Equally, the LHMA identified high need within and informed classification of the other Main Settlements in the Strategy (including Pencoed, Porthcawl and the grouped settlement of Pyle, Kenfig Hill and North Cornelly), along with moderate need in Maesteg. The Spatial Strategy has therefore been developed to maximise affordable housing delivery in high housing need areas.</p> <p>The LDP is one significant means of addressing this shortfall, although it must be recognised that its policies and allocations are not the only mechanism to deliver affordable housing. The Plan-Wide Viability Assessment (2021) (See Appendix 32) was therefore prepared to determine the extent to which the LDP can contribute to the need identified for affordable housing across the County Borough over the plan period. The Assessment considered the broad levels of development viability across the County Borough’s seven Housing Market Areas as identified within the LHMA and was supplemented with site specific viability testing for those sites key to delivery of the Plan. This process informed the contribution that sites (within different market areas) can make to the delivery of infrastructure, affordable housing and other policy requirements. These requirements are reflected in Development Management Policy COM3.</p> <p>During the plan period, development proposals within the LDP are expected to deliver a total of 1,977 affordable dwellings across the County Borough in order to contribute to the level of housing need identified by the LHMA. The remaining need for affordable housing (identified in the LHMA) will need to be delivered through a range of other mechanisms. These mechanisms include capital grant funding (Social Housing Grant or otherwise), self-funded Registered Social Landlord developments, private sector leasing schemes, re-utilisation of empty homes and re-configuration of existing stock. However, these mechanisms are outside the scope of the LDP itself, especially considering that past availability of capital funding (notably Social Housing Grant) does not provide a robust indication of the future availability of funding over the life of the LDP.</p> <p>The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend’s historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>The Strategy recognises the need to deliver wider regenerative benefits to Valleys communities at a scale which acknowledges their infrastructure capacity, topography and geographical constraints. Therefore, Maesteg and the Llynfi Valley is allocated as a Regeneration Growth Area, reflecting the fact that it demonstrates the largest capacity to accommodate regeneration-led growth within the Valleys communities. There are individual sites (See Policy COM1(R1-R3)) within this area that already have the benefit of planning permission or are the subject of development briefs or master planning exercises to facilitate their delivery and regeneration. A substantial number of these sites are also brownfield or are under-utilised, whilst also being aligned to transport hubs, thereby demonstrating high credentials in terms of sustainable development and placemaking. However, it is acknowledged that some will require longer lead-in times, preparatory remediation-based enabling works and more detailed strategies to facilitate delivery. These sites will therefore be considered as ‘bonus sites’ and will not be counted as part of the immediate housing land supply, although the Council remains committed to their redevelopment through their allocation as long-term Regeneration Sites.</p> <p>The local settlement of Pont rhyd y cyff is sustainably located on the edge of the Regeneration Growth Area of Maesteg and Upper Llynfi Valley. Whilst there are a number of large regeneration sites in the Maesteg and</p>
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<p>leisure and up to 150 new homes. A full flood impact assessment is needed.</p> <p>The LDP acknowledges all of the proposed Llynfi valley developments will require a full transport assessment as part of proposals to improve the Tondu junction and Junction 36 of the M4. It mentions in the LDP of - 'Unspecified improvements to the A4063 between Tondu and Maesteg'. This suggests that BCBC recognises this road is at capacity but has no idea how to resolve it. The extra volume of HGV traffic from WEPA when their expansion is complete, along with further developments along the route, will punish the homeowners in both Tondu and Coytrahen with excessive noise and air pollution.</p>	<p>Concern in relation to traffic generated by the proposed development in Llynfi valley and HGV traffic from WEPA.</p>	<p>surrounding parts of the Llynfi Valley that could accommodate mixed used development, these sites possess several constraints that need to be overcome. Extension to the settlement boundary of Pont rhyd y cyff would enable viable sustainable development with close proximity and accessible active travel links to the town centre of Maesteg, providing access to a wide range of facilities, services and key transport infrastructure e.g. Garth railway station. Development in this location would also foster closer integration between Ysgol Gyfun Gymraeg Llangynwyd and the settlement of Pont rhyd y cyff.</p> <p>The Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore, a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore, a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>With specific reference to Maesteg, Policy PLA8 (10) acknowledges that there are significant constraints along the A4063 between Sarn and Maesteg which generate capacity and safety concerns. Appropriate improvements to address these concerns will continue to be pursued and secured through the use of Highway and Planning Agreements where they relate to the impact of new development. Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Policy PLA8 (3) identifies a need to improve the capacity of the Maesteg to Bridgend railway line to encourage more trips to be made by public transport. Background Paper 13 – Rail Commuter Trips and Infrastructure (See Appendix 53) highlights that Transport for Wales have already introduced refurbished trains on this route, greatly increasing passenger capacity. TfW have further plans to introduce brand new trains in December 2022, with particular emphasis on allowing more room for bikes and pushchairs. In addition, feasibility work is already well progressed to explore the potential of increasing service frequency on the line.</p> <p>In relation to infrastructure, Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p>
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	<p>We also feel a lack of consideration has been given to the provision of medical facilities, adequate school places, green spaces and access to public transport! This leads us to question how this LDP fits with BCBC's promotion of improving the environment and people's health and well-being? Although outside Ynysawdre CC's remit the largest strategic site in the deposit LDP is the Land southeast of Pyle (everything between the railway and the M4) potentially accommodating 2,000 new homes (15% affordable), two primary schools, a new local retail centre, a foot/cycle bridge over the railway linking to Pyle and 8 hectares of open space, which is bound to impact on the surrounding areas.</p>	<p>Concern in relation to provision of medical facilities, schools, green spaces, access to public transport and impact of the proposed development on Land Southeast of Pyle on Valleys Gateway.</p>	<p>Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p>
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	<p>Councillors are concerned a lack of consideration has been given to the provision of medical facilities. At present there is already a 2 -3 week waiting period for a call back from most local surgeries. The electorate will not accept that this is dismissed as out of BCBC authority. We want to see and take confidence that these concerns are being address or are BCBC prepared for the backlash when surgeries reach capacity?</p> <p>We also believe policies over green spaces and play areas should be strengthened to ensure more of them and better access to walk/cycle routes with more investment in public transport as we are concerned how BCBC plan to keep the residents moving! Ynysawdre Community Council would welcome further consultation on these issues.</p>	<p>Concern in relation to lack of consideration to the provision of medical facilities and green areas.</p>	<p>In terms of public access to public transport, developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore, a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore, Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p> <p>In terms of health and wellbeing, the Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Replacement LDP has been prepared in line with the Well-Being of Future Generations Act of which places a duty on public bodies to carry out sustainable development. The LDP Vision has been developed to take into account the 7 Well-being Goals and Bridgend's Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. Background Paper 10 (See Appendix 50) demonstrates that the Replacement LDP assists in the delivery of the 7 Well-being Goals.</p> <p>The Replacement LDP has also been prepared in line with Bridgend Public Service Board Well-being Plan objectives. The Bridgend Well-being Plan outlines the things that Bridgend Public Service Board will work together on over the next five years; our wellbeing objectives and steps, and how we want Bridgend to look in 10 years' time. Background Paper 9 (See Appendix 49) demonstrates that the Replacement LDP assists in the delivery of the local well-being plan.</p> <p>In terms of GP surgeries, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision.</p> <p>As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP.</p>
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51	N/A	No changes proposed	Comments noted.
1020	Where is the upgrade to local infrastructure, particularly roads that can open up the valleys for renewal and growth? There's nothing.	No changes – concern regard infrastructure	<p>An Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37) to support the Replacement LDP. The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes affordable housing, transport improvements, education provision, open spaces, health facilities, environmental management and utility infrastructure in addition to community and cultural facilities.</p> <p>Policy PLA8 identifies a range of transportation proposals that are included within the Local Transport Plan. These include: PLA8(1) Bus corridor improvements along the Llynfi, Garw, Ogmore, Aberkenfig – Bryncethin, Pyle – Aberkenfig, Pencoed – Pyle and Porthcawl – Cornelly Corridor, PLA8(3) Improvements to the capacity of the Maesteg – Bridgend railway line, PLA8(7) New park and ride facility at Ewenny Road, Maesteg PLA8(10) Improvements to A4063 between Sarn and Maesteg. Whilst the various proposals are at differing stages of development, their inclusion in the Replacement LDP demonstrates the Council's commitment to making further</p>

			progress towards their implementation during the plan period. This will require working in partnership with a range of different stakeholders to identify sources of funding.
121	The current works being carried between Tondu and Maesteg have caused huge disruption to both residents and those travelling. This needs to be taken into consideration when planning any future works.	No changes	<p>Comments noted.</p> <p>Strategic Policy 5: Sustainable Transport and Accessibility will ensure that new development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p>
32	<p>In relation to issues identified within the Llangynwydd Lower Community Council can I please make the following representations.</p> <p>The main issue is capability and capacity of the A4063 that is the main arterial route to access Maesteg. This road runs through the village of Coytrahen. The road has certainly reached capacity in terms of its structure and ability to manage the current large volume of traffic. Only recently the community supported BCBC in planning approval for the Paper mill development that will increase traffic flow through the village.</p> <p>Within the proposed LDP, Maesteg is identified as an area suitable for substantial growth. If this was to be exploited then this no doubt will impact on peripheral communities such as Coytrahen when we consider an expected increase once again in traffic volume. The proposed LDP identifies issues with the A4063 but does not include any detail as to how these issues will be addressed. Pedestrianisation along the route from Coytrahen to Tondu is in a dire state of disrepair. This exacerbates safety issues as identified in the proposed plan. The community council remain available to work in partnership with BCBC to address this problem.</p>	No changes proposed – capacity concerns re: the A4063	<p>The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend’s historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>With specific reference to Maesteg, Policy PLA8(10) acknowledges that there are significant constraints along the A4063 between Sarn and Maesteg which generate capacity and safety concerns. Appropriate improvements to address these concerns will continue to be pursued and secured through the use of Highway and Planning Agreements where they relate to the impact of new development.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>To this end, Policy PLA8(3) identifies a need to improve the capacity of the Maesteg to Bridgend railway line to encourage more trips to be made by public transport. Background Paper 13 – Rail Commuter Trips and Infrastructure (See Appendix 53) highlights that Transport for Wales have already introduced refurbished trains on this route, greatly increasing passenger capacity. TfW have further plans to introduce brand new trains in December 2022, with particular emphasis on allowing more room for bikes and pushchairs. In addition, feasibility work is already well progressed to explore the potential of increasing service frequency on the line.</p>

Title: Do you have any comments to make on the key proposals? Porthcawl, Pyle, North Cornelly and Kenfig Hill

ID	Comment	Summary of changes being sought/proposed	Council response
47	<p>Porthcawl Waterfront – Salt Lake element The key barrier here is providing a parking solution. A full parking strategy must be produced prior to any firming up on any proposals. Whilst I share the ambition to reduce reliance on the car for work and leisure it is none the less a fact that our environment is built around the motor car in terms of culture and learned behaviours. A strategy needs to reflect the here and now in terms of supporting the Porthcawl tourism visitor economy. Porthcawl actually needs a form of park and ride now to cater for demand for parking and as a seed-corn approach to encouraging a societal move. By providing a modest provision then use may grow. In the short term two undeveloped parking in a field options could be provided on a) land opposite the Esso Petrol Station outside of South Cornelly (where there is unused vacant land). The venue could conceivable be within an enhanced open top bus route. Consideration could also be given to the viability of a ‘purple Parking’ style business. Heathrow has a number of companies offering this service where a minibus with a box trailer delivers you to the airport from their car park and then a phone call alerts them to collect you. Needs thought, but the principle might be a future prospect as offering greater convenience and less hassle for families faced with transporting mum, dad, 3 children, windbreaks, buckets and spades, picnic lunch etc to and from the beach. Consideration could also be given to investigating whether the ‘public footpath’ networks from the Cornelly location and other across town areas could be improved to allow electric scooters and bikes and encourage pedestrians. People might cycle from the park and ride or people arriving with bikes on the roof rack might see a park and ride site for their car as a good option. I do believe that an options analysis between Zig Zag lane 500 housing capacity</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront</p>	<p>Comments noted. In terms of car parking, it’s acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>The authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of public transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan. As such, a new ‘bus terminus’ may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p> <p>With respect to location of housing within Porthcawl, the Spatial Strategy (See Appendix 43 – Background Paper 3) prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl’s role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>As such, Porthcawl is defined as an area of growth – but which can predominately be served within the existing settlement boundary. A more flexible approach to defining the settlement boundary around this settlement would mean the inclusion of greenfield sites that could be ‘cherry-picked’ by developers and undermine the delivery of the brownfield regeneration site that is crucial for the success of the plan (See Appendix 38 - Settlement Boundary Review).</p> <p>Furthermore, the plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and</p>

<p>is far more preferable to the proposal on Sandy Bay for the following reasons: Zig Zag Lane : 500 units capacity with mix of housing, Sandy Bay: 900 units stated Zig Zag Lane : Highways connections easily accessible with a possible roundabout on Newton Nottage Road, Sandy Bay: Significant highways issues, Requires a new road and CPO. Potential highways issues feeding Sandy Bay off of Portway Roundabout. Zig Zag Lane : Location preferable in terms of contributing new housing. Less susceptible to second homes or holiday lets, Sandy Bay: High risk of leakage to second homes and holiday lets. Zig Zag Lane : Potential to deliver within 2/3 years, Sandy Bay: Potential for public enquiry. 6 -10 years delivery if at all. Zig Zag Lane : Loss of set aside farmland, Sandy Bay: Loss of prime sea front land with leisure and tourism economic value. Zig Zag Lane : Easy access from A48 and A4016, Sandy Bay: Access close to town centre conflict with foodmarket, Hillsboro car park, sea front and harbour, New Road Station Hill retail centre, into town centre all off of the same roundabout. Zig Zag Lane : Compatible community solution, Sandy Bay: Long standing resident objections. Zig Zag Lane : Does not conflict with Dan Y Graig, Newton or Parkdean Caravan Park, Sandy Bay: Bottleneck roundabout close to Newton Coop store. Zig Zag Lane : Likely that infrastructure will be contained within developer costs plus planning income, Sandy Bay: Risky development – high BCBC borne infrastructure costs. Zig Zag Lane : Provides range of quality homes in a rural environment compatible with encouraging skilled workers etc, Sandy Bay: Provide a range of homes but affected by the site constraints, planning and desire to maximise through apartment living.</p>		<p>opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>Candidate site 221.C2 relating to Zig Zag Lane failed Stage 1 of the Candidate Site Assessment, as the site represented a large scale greenfield extension to the existing settlement of Porthcawl that would undermine the strategy.</p> <p>Porthcawl Waterfront was considered to be appropriate for allocation following assessment. Development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>In terms of highway improvements, Policy PLA1 ensures that development of the site will require a new roundabout and link road to enable access to the Sandy Bay development parcels. Highway improvements will also be required to ensure that the principal point of vehicular access for a foodstore is off the Portway roundabout. Off-site highway improvements will also be required of which they must have regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>Development of the site will also be required to incorporate an appropriate mix of dwelling sizes and types to meet local housing needs, including 30% affordable housing units to be integrated throughout the development. In respect of potential leakage to second homes and holiday lets, it is beyond the scope of the LDP to control the future occupants of the proposed residential development.</p> <p>The key enabling infrastructure required to facilitate the proposed development of Porthcawl Waterfront includes the following key requirements:</p> <ul style="list-style-type: none"> • Coastal defence improvements; • New public open space; • Drainage infrastructure; • New road and roundabout; • Active travel improvements; • Education provision; and • Utility connections and upgrades <p>The aforementioned infrastructure requirements have been factored into the regeneration proposals from an early stage and the estimated costs have been informed by suitable technical evidence. This initial feasibility work indicates that the infrastructure is inherently deliverable and the associated costs do not have a detrimental impact on the overall viability of the regeneration area.</p> <p>With regards to timescales, the Housing Trajectory (See Appendix 1 of Deposit Plan), summarises annual phasing information for all allocated sites with the Plan, whilst also identifying how they will be delivered in order to determine the expected rate of housing delivery for both market and affordable dwellings. This will enable effective monitoring of the Plan and demonstrate that a deliverable housing land supply is maintainable throughout the entirety of the Plan period. In terms of Porthcawl Waterfront, whilst the site has had setbacks in the past, there is confidence that the site will be able to come forward. Justification relating to the expected timescale is detailed within Background Paper 4 – Trajectory (See Appendix 44).</p>
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520	The main priority appears to be residential	Main priority appears to be residential	The regeneration of Porthcawl waterfront is a key element in the future development of Porthcawl as a premier seaside resort. This major regeneration project will provide the strategic focus of residential-led growth and opportunity for Porthcawl by maximising the benefits of the unique location that incorporates views across Sandy Bay. The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, enhanced active travel links plus education, retail and community facility provision.
573	No	No changes proposed.	Comments noted.
520	Destroying Porthcawl's biggest car-park at Salt Lake will result in chaos here and will irreparably damage tourism by removing so many parking spaces. Both the main access roads into and out of Porthcawl rely on roundabouts and these will have to be improved before any building work in the town proceeds. A transport hub and 'park & ride' at Pyle would be useless and unused. Obviously none of those involved in this proposal visited here over recently or over the recent Bank Holiday, when the town came to a virtual standstill. That was without thousands of new residents and with Salt Lake full of vehicles.	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / parking	<p>Comments noted. In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. The Council is currently preparing such a strategy. That strategy will be set in the context of Planning Policy Wales, which states that a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. It will also recognise that there are a limited number of peak days each year when demand is particularly high and that it would be unrealistic to provide for this demand within the core of the development. To do so would sterilise valuable development land to provide parking that might only be needed on approximately 10 days each year. Nevertheless, car parking as part of the plans for the proposed regeneration area will continue to be provided at the Hillsboro car park to the west of the regeneration area. Some visitor parking could be introduced as part of the enhancement of the Eastern Promenade.</p> <p>Residential parking will be draw on good practice advice set out in 'Manual for streets' and 'Manual for Streets 2', in addition to Supplementary Planning Guidance 17: Parking Standards. The overall approach to residential parking is one which recognises that not all parking spaces need to be allocated to individual properties. Unallocated parking provides a shared resource which caters for variations in demand. Therefore, this strategy promotes the use of unallocated parking for a large proportion of the parking supply. Due to the high demand for spaces by tourists, unallocated parking should be designed in such a way as to deter its usage for tourism parking and should therefore mainly be off-street.</p> <p>In terms of the proposed park and ride facility in Pyle, whilst it is not likely to be delivered in the short term due to the limits of the current City Deal funding programme, the scheme will remain a long term goal for the authority. However, funding will be invested into the proposed bus terminus being developed at Salt Lake which will link in with the wider regional Metro network for visitors and residents. The authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of public transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p>
520	The LDP mentions 'long-established plans' that never materialised. Only two of our 'wider range of leisure uses than Bridgend or Maesteg' is under cover and both those towns have leisure centres and swimming pools. This comment once again appears deceptive. More coffee shops to attract more visitors to John Street, but a lot fewer will have found a parking spot. 'Visitor facilities' must mean amusement arcades.	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / leisure facilities	<p>Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented</p>

			<p>with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p>
848	<p>Porthcawl deserves a significant amount of investment in its tourism attractiveness. It needs to be better served than a bus terminus if you want not only people to move here to live and work but to visit and spend in the local economy. Roads need improvement also</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / tourism investment / highway improvements</p>	<p>Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction.</p>

			<p>Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p> <p>In terms of transport, Policy PLA1 ensures that development of the site will require a new roundabout and link road to enable access to the Sandy Bay development parcels. Highway improvements will also be required to ensure that the principal point of vehicular access for a foodstore is off the Portway roundabout. Off-site highway improvements will also be required of which they must have regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>The authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of public transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p>
140 5	The future of Porthcawl will be interlinked and dependent upon proposed transport links from Pyle and Connelly. The building of 2000 properties at Connelly together with the siting of the Community Recycling Centre on the Industrial Estate and the proposed Park & Ride will see a great deal more traffic converging within the same area causing traffic jams possibly backing up onto the	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront	Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.

<p>M4. PTC do not believe that a substantial percentage of the County Borough of Bridgend Welsh Government target for new housing should be met by converting Salt Lake and Sandy Bay into housing estates, PTC do agree however that some housing should be included on both sites. The LDP is a powerful tool in terms of driving regeneration of all communities across the Borough and in this sense, too much notice is given to where developers might want to build houses and not where people really want to live. Enabling them to live in their own community where they were born if they choose to do so. New housing is a powerful economic driver. Sea facing houses are going to be expensive because developers will see that as a premium they can recoup. What percentage will be taken up by speculators, buy to let, downsizers or holiday home ownership. Every new development along the seafront in Porthcawl has seen a substantial percentage swallowed up by absent landlords. For the proposed new housing developments of Salt Lake and Sandy Bay to work would mean improvements to the current infrastructure of Porthcawl and PTC feel it is madness to drive a new road through the rear of Griffin Park, losing the current tennis court which now has a thriving tennis school and losing some of the green useable space in Porthcawl. As it stands the proposal is to rely on bringing in all the traffic down the dual carriageway, to do away with parking at Salt Lake. PTC are aware that one of the consultants who have contributed to the proposals in the past has suggested that the dual carriageway should become a single lane on one side and convert the redundant carriageway on the South Road Town exit side to be used as diagonal car parking. This would provide parking for a huge number of visitors and also solve the ongoing problem of speeding cars and motorbikes currently causing havoc for local residents. If BCBC really wanted to show ambition perhaps due consideration could be given to the opportunity for the road layout to change to</p>		<p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p>
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<p>enable Station Hill to become part of the Town again. At part one of the LDP process the following candidate sites were put forward for consideration: Moor Lane (Land at) Residential Nottage Zig Zag Lane Residential Newton / Porthcawl East Westfield Crescent (Land end of) Residential Nottage West Road (land off) Residential Nottage Cae Canol (Land to North of) Residential Nottage West Road (Land West of) Residential Nottage Danygraig Avenue (Land East of) Residential Newton Cypress Gardens (Land to the North & East of) Residential Newton Cypress Gardens (Playing Fields) Residential and Recreation (Change Settlement Boundary) Newton Heol-y-Goedwig (Land at) Recreation / Residential Porthcawl East Central BCBC have rejected the sites listed above at part one of the LOP process and PTC fully support and endorse this decision but also understand that some housing has to be provided within Porthcawl but PTC do not wish to see housing heavily concentrated on Salt Lake and Sandy Bay.</p>		<p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>In terms of the sea facing housing, it is beyond the scope of the LDP to control the future occupants of residential units.</p> <p>In terms of the proposed park and ride facility in Pyle, whilst it is not likely to be delivered in the short term due to the limits of the current City Deal funding programme, the scheme will remain a long term goal for the authority. However, funding will be invested into the proposed bus terminus being developed at Salt Lake which will link in with the wider regional Metro network for visitors and residents.</p> <p>The Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Policy PLA1 ensures that development of the site will require a new roundabout and link road to enable access to the Sandy Bay development parcels. Highway improvements will also be required to ensure that the principal point of vehicular access for a foodstore is off the Portway roundabout. Off-site highway improvements will also be required of which they must have regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>The design philosophy contained within the Land-Use Framework ensures that development will be higher (and therefore denser) closer to the seafront (particularly toward the west) with lower/less dense development toward the middle, northern and eastern peripheries of the site.</p> <p>The following factors have also been considered in determining the appropriate density level for the site:</p> <ul style="list-style-type: none"> • The capacity of existing and proposed roads and junctions; • The provision of parking in the area and in the town as a whole; • The impact upon local services and schools; • Especially the changes that any increased numbers of properties would have on the character of the town; and • The key Government objective to optimise housing densities on brownfield sites. <p>This careful examination of all the relevant factors suggest that the anticipated number of units can be provided within the regeneration area, while ensuring that appropriate and useful areas of open space are established; and there is comprehensive regeneration involving numerous other activities and uses within the waterfront area.</p>
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149 6	<p>Total dis-agree with developing Sandy Bay for reasons previously stated. This will be taken to governmental levels. Park and Ride in Pyle will need to have a minimum of 1,000 parking spaces to cover the loss of parking in Porthcawl.</p>	<p>Concerns regarding parking in Porthcawl</p>	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>In terms of the proposed park and ride facility in Pyle, whilst it is not likely to be delivered in the short term due to the limits of the current City Deal funding programme, the scheme will remain a long term goal for the authority. However, funding will be invested into the proposed bus terminus being developed at Salt Lake which will link in with the wider regional Metro network for visitors and residents. The authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of public transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans</p>
271	<p>To confirm this is my fourth letter, i am a consultee of the draft bridgend local developemnt plan consultation, i am appalled in the way the ldp and strategy has been presented to me as a consultee and for public consultation, trying to study the local development map is confusing and horendous, porthcawl town inset map pages 36/37, no street name or locality names, i and the public are not (mistake meg with a crystal ball), the whole prosses of consultation with the local development plan is fundeamentally flawed, i believe the whole stragey for porthcawl is also fundamentally flawed, short sighted and blinkered, (porthcawl water front) incuding salt lake car park, hillsborough place car park, coney beach and fair ground, sandy bay, trecco bay caravan and newton burrows rest bay car park and recreation fields. Porthcawl is a tourist destination now, covid 19 is still with us, the tourism strategy for porthcawl must change, i do not agree and i am objecting to a super market</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / consultation / proposals map</p>	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>In terms of the consultation, it is the view of the Council that the overall objectives of the Community Involvement Scheme (CIS) as originally set out in with the approved Delivery Agreement, including the CIS have been met. It is also considered that the LDP has been prepared in accordance with the LDP 'Preparation Requirements' set out in the Development Plans Manual (Edition 3).</p> <p>The Council previously consulted the public on the Preferred Strategy of which was held from 30th September to 8th November 2019. Following the public consultation period the Council was required to consider all representations made in accordance with LDP Regulation 16(2) before determining the content of the deposit LDP. As such the Council drafted an initial Consultation Report (See Appendix 8 – Preferred Strategy & Initial Consultation Report) for publishing. This report was subsequently signed off by members of Council.</p> <p>As part of Stage 4 of the Delivery Agreement, the Council was required to undertake Deposit public consultation for a statutory period of 6 weeks, however the Council made an allowance for 8 weeks in order to maximise public participation. This was to ensure a range of views could be considered as part of a process of building a wide consensus on the Replacement LDP's strategy and policies. A number of consultation methods were used to ensure efficient and effective consultation and participation, in accordance with the CIS. These methods included:</p> <ul style="list-style-type: none"> • A Legal Notice was placed within the Glamorgan Gazette on 3rd June 2021

<p>being built on porthcawl car parking land including the salt lake car park and the hillsborough place car park in porthcawl, and the high tide car park porthcawl, summer and winter periods the salt lake car park and hillsborough car park are needed, the car parks are to be seen full to capacity, visitors and tourist are now parking in residential streets in porthcawl, this is causing frustration and anger from the porthcawl residents, porthcawl is not cardiff bay we don't want the same mistakes made by the cardiff bay development corporation and the cardiff city council, porthcawl has beautiful sandy beaches and is a true tourist holiday destination, the whole sandy bay land is set out for a purpose built static caravan park now and can be put back into operation (now) for static and touring caravans site, porthcawl is a major visitor and tourist holiday destination, people need open space and fresh air to take their holidays in safety i do not agree with a supermarket being built on the salt lake car park and dominating the sea water front, porthcawl on the 17th July 2021 was packed with tourists they didn't come for a supermarket the LDP strategy is wrong, porthcawl is not cardiff bay, mistakes made of overdeveloping with overpowering blocks of flats and apartments which dominate the waterfront, i don't agree with Neath & Port Talbot Council, allowing Persimmon developers to build houses on the sea front in Aberavon, another big mistake, porthcawl regeneration is a complete farce, sandy bay caravan park porthcawl, i did not agree to ordering of the static caravan owners off the sandy bay caravan park land porthcawl, the sandy bay caravan site has been left empty for years, this is one of the biggest mistakes the Bridgend County Borough Council has made, this is a special site for porthcawl to bring back static caravans and touring caravans, tourism and leisure holidays in the open air is the best way to beat the COVID-19 pandemic this is recognised by the Welsh Government, 5.2.7 porthcawl water front salt lake car park is a very important part of the sea front and is</p>		<ul style="list-style-type: none"> • The package of consultation documents were made available online via Bridgend County Borough Council's Website (www.Bridgend.gov.uk/ldpconsultation). Respondents were able to complete an electronic survey online to make a formal representation. • Printed reference copies were placed within public facing Council buildings, including every library in the County Borough (fixed and mobile), subject to social distancing guidelines. The reference copies were also available to view at the Council's Civic Offices in Angel Street, Bridgend, although by appointment only as the offices had not re-opened to the public due to the pandemic. Hard copies of the survey form were also made available at these locations for members of the public to complete by hand. • Dissemination of hard copies of information to individuals. Members of the public were able to request a copy of the survey by post to complete by hand (free of charge). There was a £25 charge for a hard copy of the whole Deposit Plan to cover printing and postage costs for such a large document. • Every individual and organisation on the LDP Consultation Database was notified by letter or email (depending on their preference) to inform them of the availability of the Deposit Consultation. Approximately 500 representatives were contacted, provided with details of how to access the package of consultation documents and how to respond. As the consultation progressed, additional representatives were informed of and added to the database upon request. • Planning Aid Wales were commissioned by the Council to run remote engagement events for all Town and Community Councils in Bridgend County Borough. • A comprehensive social media plan was devised. A series of social media posts were released periodically on Facebook, LinkedIn and Twitter. They drew attention to different thematic areas / parts of the County Borough throughout the consultation period. • Planning Officers have presented the consultation remotely to established working groups, including the Bridgend Community Cohesion and Equalities Forum and Youth Forum. • In place of face to face public drop in sessions, representatives were able to book one to one telephone appointments with planning officers to discuss any queries/concerns they may have had. They were able to do this by emailing ldp@Bridgend.gov.uk or telephoning 01656 643633. • Posters were sent to all Town and Community Councils to display on their notice boards. <p>The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p>
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<p>not underutilised even in the winter months, salt lake car parking is essential to bring tourism back to Porthcawl, there is already a Porthcawl town centre access through the Hillsborough car park, pedestrian access to the Salt Lake car park, pedestrian access to the Coney Beach fair ground site then access extending to Sandy Bay and the Trecco Bay static caravan park to Rhyach Point is essential to bring a vibrant economy to Porthcawl not just seasonal working. I am objecting and do not agree with the Coney Beach fair ground site being developed for apartments and houses, Sir Leslie Joseph Leese for the fair ground land site and the transfer of the lease of the Coney Beach fairground site, documents of the lease of land for Coney Beach fair ground site, solicitor Porthcawl, Walter Powell David & Snape solicitors, (I own the land) Meryl Catherine Wilkins PLA1 pages 36/37 of the local development map. Streets place names are omitted from the map, no street name or locality names only the land is marked PLA1 and PL8(2)? Land adjacent to Newton Burrow, this land has already been turned down for development proposed land PLA1 along side Trecco Bay caravan holiday park Porthcawl? Rhyach Point special land of natural and scientific interest for bird life and nature, I don't agree with the policy being changed to allow housing development on this land, PLA1 page 36/37 LDP map, Porthcawl, the land is under a lease at the moment to a football club in Porthcawl, there is no protection from housing development on this land, I do not agree with this land sold off for housing development, I am objecting and do not agree with the land being proposed for a development of houses in the Bridgend draft local development plan Happy Valley Caravan Park Porthcawl I am objecting and do not agree with the Happy Valley Caravan Park Porthcawl being included in the local development plan for a large scale or small scale housing developments, Happy Valley is for leisure and tourism, another caravan park site of concern for Porthcawl residents, reports have reached the media,</p>		<p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
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			<p>the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p> <p>In terms of Rhych Point, no development is planned for this area. In terms of the potential environmental impact on Porthcawl Waterfront, a Phase 1 Habitat Survey has been undertaken, of which robustly determines what ecology constraints may exist within the site. The findings indicate that the proposed development would not have any adverse impact. Whilst further surveys will be undertaken, the proposed development of the site is not unacceptably constrained by biodiversity and nature conservation issues. In respect of the Relic Dunes, they are considered to provide a counterpoint to the generally hard urban edges. It provides a natural environment abutting the Bay to encourage ecosystem resilience. The dunes currently provide protection against coastal flooding. Therefore, the management of this habitat will create resilience in this natural coastal management asset. The Relic Dunes are a nationally protected habitat and the council will to continue to conserve and enhance this habitat, whilst also recognising that the dunes act as a natural coastal risk management asset. No significant effects are deemed likely as a result of development.</p> <p>The Council have also commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p> <p>In relation to landownership, there is currently an Owners Agreement in place between the major landowners of the site including Bridgend County Borough Council and the Evans Families. Furthermore, on 20 July 2021 the Council's Cabinet provided formal approval to make, advertise, notify and progress confirmation of a Compulsory Purchase Order to acquire land to support the Porthcawl Waterfront Regeneration Scheme. Following receipt of this Cabinet approval The Bridgend County Borough Council (Porthcawl Waterfront Regeneration) Compulsory Purchase Order 2021 ("the CPO") was formally made by the Council on 8 October 2021 of which will be sent to the Welsh Ministers for confirmation.</p> <p>In terms of the Proposals Map, a suitable resolution OS map will be utilised in the Submission version of the Replacement LDP.</p>
51	N/A	No changes proposed	Comments noted.
1020	Why do BCBC so obviously hate Porthcawl? Why are you determined to ruin what should be the premier resort in SE Wales?	No changes	Comments noted.
121	Members expressed concern about the proposed housing developments at Kenfig Hill not least because of the current poor infrastructure and the increase of the population in relation to schools and health etc.	No changes – concern over infrastructure provision	Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.

			<p>Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management and utilities in addition to community and cultural infrastructure.</p>
209	<p>My response to the Draft Replacement Local Development Plan (RLDP) will focus mainly on the sites identified within Porthcawl for housing development which are Salt Lake & Sandy Bay.</p> <p>I am disappointed that the housing developments within these two proposed areas are of such a very high density & I strongly oppose the number of properties that are being proposed. It appears that there will be some open space and play areas situated within these proposed developments but it does not bring facilities for visitors to Porthcawl neither will it add to the lack of facilities that are available in Porthcawl for its residents.</p> <p><i>The key proposals for Porthcawl waterfront: mixed use development including retail, leisure, tourism, residential, public open space, community facilities and a bus terminus.</i></p> <p>Porthcawl as a seaside town needs leisure and wet weather facilities to be provided not only for residents but for the thousands of visitors that come each year to enjoy Porthcawl. Currently the only leisure facilities that can be used by residents and visitors is the beach, the sea, and the Funfair and two of these are natural features.</p> <p>I am very concerned that when properties are planned like every other large development that has been built in Porthcawl over the last 20 years we have seen a high percentage bought for holiday</p>	<p>Oppose the density at Porthcawl Waterfront due to a negative impact on wellbeing, the street scene, traffic, parking provision, tourism provision, leisure provision and job creation.</p>	<p>As detailed within the Spatial Options Background Paper, the Spatial Strategy seeks to continue to provide a land use framework that helps realise the regeneration aspirations and priorities of the Council, whilst balancing the need to deliver future housing requirements up to 2033. The undeveloped brownfield regeneration allocations identified in the existing LDP are proposed to be retained and supplemented with sustainable urban growth in settlements that demonstrate strong employment, service and transportation functions. This approach is essential to implement the long term regeneration strategy embodied within the Replacement LDP Vision and represents a necessary degree of continuity from the existing LDP. It will maximise affordable housing delivery in high-need areas, promote viable sustainable development, enable delivery of significant remaining brownfield sites in accordance with the site search sequence and seek to minimise pressure on BMV agricultural land in accordance with the Planning Policy Wales' placemaking principles.</p> <p>Informed by the SA Report, the Candidate Site Assessment confirms and provides reasoned justification for the outcome of the site selection process in respect of each candidate site. Porthcawl Waterfront is one of the large scale brownfield regeneration sites that has been proposed for re-allocation within the Replacement LDP, which is considered a deliverable component of housing supply to enable delivery of the housing requirement. Before being 'rolled forward' into the Deposit Plan, the site was subject to robust re-assessment of its sustainability, deliverability and viability credentials in the same manner as all other candidate sites. There has been a substantial change in circumstances to demonstrate that Porthcawl Waterfront can be delivered over the Replacement LDP period, as indicated within the housing trajectory (refer to the Housing Trajectory Background Paper, Spatial Strategy Options Background Paper and Candidate Site Assessment).</p> <p>The Replacement LDP seeks to ensure all land utilised for development is used as efficiently as possible and brought forward at a density which maximises the development potential of the land and the level of affordable housing provision in accordance with proposed Policy COM6. The representor's objection to the number of properties proposed at Porthcawl Waterfront is noted. However, higher density developments can help to lessen the quantity of land needed to meet future housing needs, providing there is a balance to ensure a quality living environment enshrined in placemaking principles. Proposed Policy COM6 clarifies that all housing developments must pursue the objectives of Good Design to achieve efficient and appropriate densities whilst still making adequate provisions for space about dwellings, SuDS and a pleasant living environment. However, it is acknowledged that individual circumstances will vary according to the site location and the character of the surrounding area. Hence, proposed Thematic Policy PLA1 details the site-specific requirements for Porthcawl Waterfront, including both placemaking and masterplan development principles. PLA1 specifically references the need for development at the site to:</p> <ul style="list-style-type: none"> • provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges; • create a multi-functional green infrastructure network within the site (with particular emphasis on incorporating appropriate landscaping, protecting biodiversity, providing habitats for local species and

<p>homes or holiday lets. We only need to look at the following, the Jennings Building at the harbour, The Rest Home, Esplanade House and the three apartment blocks near Locks Lane Rest Bay where a high percentage are owned by absent landlords. People are very keen to acquire new builds in Porthcawl and very often buy off plan which I know happened with Esplanade House (Bottle Bank) in fact some speculators were buying two apartments off plan.</p> <p>Sandy Bay has been left for two decades to its own devices and has become a wildlife habitat. I also understand that some research has been carried out by Porthcawl residents and there is a suggestion that there may be a legal constraint on the Sandy Bay site, which can only be used for leisure purposes. Possibly why it had been a caravan site for many years before being closed by the local authority.</p> <p>Porthcawl is a seaside town and I understand that the housing need has to be fulfilled but does that really mean the very high density of housing being placed on these two sites. These sites are so close to a beautiful vista and with investment could be turned into a fantastic place with facilities not only for residents but for visitors as well.</p> <p>Placing 1115 properties within these two areas is not going to bring jobs to Porthcawl. The only jobs available within Porthcawl are summer jobs, hospitality and retail and we all know what is happening to the retail sector at the moment. What we don't know is whether that sector will ever recover which means even less jobs for residents. The fair in Porthcawl will eventually be removed to make way for the proposed housing so jobs will be lost. A foodstore will however, be built which will create a number of jobs but in the long-term the fair and foodstore will balance out the jobs lost and those created.</p> <p><i>The growth strategy mentions that more established households remaining in and</i></p>		<p>supporting a range of opportunities for formal and informal play in addition to community-led food growing), and;</p> <ul style="list-style-type: none"> • pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. <p>PLA1 also requires the design and layout of the site to have regard to the landscape in which it sits, considering the interface between the site, the waterfront and the broader settlement of Porthcawl. A masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner, and the principles outlined within PLA1 are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities.</p> <p>Furthermore, the Council have commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p> <p>The Council is the freehold owner of most of the land to be used in the development. Much of the land is unoccupied and derelict. The local authority has entered into an Agreement with the owner of another substantial areas of land to be used in the development. The Agreement requires the joint marketing and disposal of all of the larger area of land to be used for the development to either a single or to multiple developers. The Council therefore aims to work jointly with those developers to improve the quality of life of those living, working or otherwise involved in the community life of their area.</p> <p>The former Sandy Bay Caravan Park which forms the majority of the land owned by the Council in the area intended for development was acquired by the Council for the purposes of public walks, being purposes set out in section 164 of the Public Health Act 1875, and section 4 of the Physical Training and Recreation Act 1937. The acquisition took place following the confirmation of the Porthcawl Urban (Newton) Recreation Ground Confirmation Order 1948 which authorised compulsory purchase acquisition of the land for those purposes. The land is accordingly held pursuant to a statutory trust imposed by section 10 of the Open Spaces Act 1906 to allow, and with a view to, the enjoyment thereof by the public as an open space within the meaning of the 1906 Act.</p> <p>The Council wishes to transfer the land from its current use to a use for planning purposes. This process is known as land appropriation. Under Section 246 of the Town and Country Planning Act 1990 planning purposes means reference to any purposes for which land can be acquired under (in part) Section 226 and Section 227 of the Town and Country Planning Act.</p> <p>The Council has a general power to appropriate land under the provisions of Section 122 of the Local Government Act 1972. Under this section a Council may appropriate land owned by the Council which is no longer required for the purpose for which it is held for any other purpose for which the Council is authorised by statute to acquire land. The Council is authorised to acquire land under Sections 226 (using compulsory powers of acquisition) and 227 (by agreement) of the Town and Country Planning Act 1990.</p>
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<p><i>moving into the county borough and that will lead to more inclusive communities that connect more widely with the Cardiff Capital Region and Swansea Bay Region.</i></p> <p>This in turn means that those new householders moving into Porthcawl will need to travel out of Porthcawl for their job as the jobs available within Porthcawl are mostly jobs that are in the lower wage bracket.</p> <p>Transport links are very poor in Porthcawl although the new bus terminus is welcomed. The car will be most residents' preferred mode of transport even if there is a provision of a park & ride which does look doubtful now. Much more thought needs to be given to the position of the proposed park and ride facility especially if it cannot be accommodated within the train station at Pyle. Thought should be given to placing the park and ride between the M4 and Porthcawl as the majority of traffic that aims for Porthcawl travels along the M4 from east and west. Placing a park & ride at the train station in Porthcawl will mean that traffic has to leave the M4 at junction 37 and travel inland to the train station to park. It's just not logical.</p> <p>Building on Salt Lake and the loss of the huge parking capacity that possibly makes up approximately 50% of the available parking space within Porthcawl which takes in Rest Bay and Newton and other car parks within the town of which there aren't many, will only add to the immense parking problems that occur in Porthcawl where every bit of available land is parked on when Porthcawl is full of visitors. This will mean that the culture will need to change regarding vehicle use which doesn't happen overnight but takes years if not decades to achieve. Altering Hillsborough car park within the town to accommodate more vehicles will not suffice the loss of space that will be lost on Salt Lake.</p>		<p>In reaching a decision to appropriate land the Council must decide that the land is no longer required for the purpose for which it is currently held and in making that decision the Council must consider the public need within the area for the existing use. This report gives a detailed outline of the development proposals for the area including the Council's land. The Council's land is required for purposes of development, re development and improvement.</p> <p>Further detail can be found on Meeting of Cabinet Agenda item 692 (Tuesday, 20th July, 2021, 14:30) - https://democratic.Bridgend.gov.uk/ieListDocuments.aspx?CId=141&MId</p> <p>A Placemaking Strategy has also been developed and produced, which provides the framework to deliver the broader vision for Porthcawl. This aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of leisure, an area north of the marina will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>The land-use plan will ensure that green infrastructure can be incorporated as an intrinsic element of future detailed proposals across the regeneration area. There are a number of potential options for green infrastructure design that could be incorporated as part of future development within the regeneration area including the following:</p> <ul style="list-style-type: none"> • Create an extensive viable network of green corridors and natural habitat throughout development • which connects larger or more expansive open spaces for both people and wildlife designed around • existing site assets; • Provide pleasant, safe and linear routes for active travel such as walking and cycling for utility, recreation and health promotion;
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<p>Porthcawl desperately needs a coach park to reduce the number of vehicles arriving. Many years ago, coaches & buses would be lined up on Salt Lake. Coaches have nowhere to park at the moment and can be seen parked in laybys along the A4229. If car journeys are to be reduced then visitors arriving by coach is the answer. Hillsborough car park is used mainly by those wishing to visit town to shop while visitors to Porthcawl tend to use Salt Lake.</p> <p><i>The spatial strategy states that the Deposit RLDP sets out the strategy to help realise regeneration aspirations.</i></p> <p>Building 1115 properties together with some mixed use in itself cannot be aspirational within a seaside destination. Building this number of proposed properties are not the aspirations of the residents of Porthcawl. It mentions infrastructure improvements, including transport networks, utilities, green infrastructure, health, education, affordable housing and social facilities.</p> <p>Transport network – a park & ride facility at Pyle/Cornelly which is now in some doubt since the feasibility study has been carried out.</p> <p>Bus terminus in Porthcawl. Adding a bus terminus will not alleviate the number of vehicles that pile into Porthcawl on a nice day which means that traffic is bumper to bumper along the A4229 sometimes backing up to the M4.</p> <p>Utilities – The sewer system in Porthcawl is not the best. Will the treatment works be able to cope with the extra loading? Will the pumping stations within Porthcawl be able to cope? The Town of Porthcawls' sewer system is very old.</p> <p>The new proposed vehicular access from the dual carriageway to the proposed development on Sandy Bay will be via a new road. All traffic entering Porthcawl to access the foodstore, the Sandy Bay site</p>		<ul style="list-style-type: none"> • Ensure where possible streets and roads are tree-lined or contain soft landscaping appropriate to local character, habitats and species within the area; • Utilise SUDs to provide additional multi use green space and enhance connectivity between habitats for enhanced for biodiversity; • Include bat boxes, bricks or lofts and bird boxes on all housing, to reflect the species within the area; • Harvest, store and re-use rainwater in low carbon systems; • Create natural green spaces and wild or free play areas in the urban setting; • Create a network of streets, open spaces and parks, with safe and legible routes linking them to homes and schools; • Enhance the transport system and help reduce effects of air pollution through the provision of verges of priority habitat, hedgerow, wildflower rich or rough grassland; • Provide public access to green infrastructure assets where appropriate; and • Incorporate insect attracting plants, hedgerows, log piles, loggaries and other places of shelter for wildlife refuge/hibernation within structural landscaping and open spaces. <p>Porthcawl is recognised as having an important role in the settlement hierarchy of the County Borough, given that it is a principal centres of services, jobs and community facilities (refer to the Settlement Assessment). As documented within Deposit Plan Table 6, the spatial distribution of housing and employment growth broadly reflects the Settlement Hierarchy (SF1) and Spatial Strategy to ensure the development of sustainable places, whilst reinforcing placemaking principles. The imbalance (owing to the lack of 'B space' employment land) in Porthcawl is acknowledged, although the Deposit Plan seeks to reinforce employment in the town through planned growth in the commercial, leisure and tourism sectors. PLA1 sets out clear principles for the development to improve linkages along the waterfront and connect with the Eastern Promenade, Porthcawl Town Centre and Porthcawl Comprehensive School, thereby fostering community orientated, healthy, walkable neighbourhoods. This is important to maximise potential for sustainable development at Porthcawl Waterfront to support the existing Town Centre and capitalise on the accessible location. This will help boost the local economy of this existing main settlement by increasing the pool of local labour and rendering the centre more attractive for development by closely linking new residential development to employment, recreation and education uses through active travel principles. This is designed to combat potential decline in the town, which may otherwise occur without a lack of economic growth over the plan period.</p> <p>As recognised in the Retail Background Paper and Covid-19 Policy Review Background Paper, high streets will continue to change especially in the short-term due to the increase in online shopping associated with the pandemic. The resultant impacts may serve to further accelerate changes in town centres and high streets if longer-term consumer spending habits continue to alter. The 2019 Retail Study already identified this trend and highlighted a need for more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. The Replacement LDP will respond to this evidence base in light of the pandemic in an effort to support local businesses and retailers, including local independents. It will be increasingly important for traditional town centres to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>As detailed in the Retail Study, evidence confirms that Porthcawl Town Centre fulfils its function and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs. The LDP seeks to address this by identifying capacity for additional convenience floorspace in Porthcawl to increase consumer choice, promote sustainable access to main food shopping facilities and reduce the need to travel by car. Porthcawl has a good comparison offer which serves its immediate catchment area. As a tourist destination, Porthcawl benefits from a wider range of leisure uses than either Bridgend or Maesteg. The Retail Study</p>
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<p>and indeed other areas of Porthcawl will all converge at the Portway roundabout. More thought should be given to how if housing is built on Sandy Bay it can be accessed by a different route instead of bringing all traffic which includes visitor traffic along the dual carriageway. All traffic entering Porthcawl along the same route will cause havoc.</p> <p>Doctors and dentists within Porthcawl are not easy to access. Getting an appointment with a doctor has always been very difficult. During the time that Parkdean caravan site is operational Porthcawl doctors have to open their practice to thousands more patients. Many residents have been unable to access an NHS dentist and have had to seek private care. Adding significant more housing will only add to this existing problem.</p> <p><i>The RLDP mentions making Porthcawl a premier seaside resort.</i></p> <p>Building an extra 1115 houses, a foodstore and possibly a hotel does not lend itself to making Porthcawl a premier seaside resort neither will it make a difference to tourism. These developments will not bring leisure facilities that are so badly needed by the residents of Porthcawl, nor places for visitors to visit when the weather is inclement.</p> <p>The residents of Porthcawl have waited many decades for leisure facilities for every age group to access. Residents would not wish to see the only available land in Porthcawl taken up by a density of housing. Due to the lack of available land on which to build it took Porthcawl doctors almost 15 years to find a site to build a new surgery as the old surgery was not fit for purpose.</p> <p>I therefore, strongly oppose the proposed density of housing on Salt Lake and Sandy Bay in Porthcawl on the following grounds:-</p> <p><u>Negative impact</u></p>		<p>identifies an opportunity to develop additional tourist facilities to attract increased levels of visitor spending in the town centre and secure improvements to the public realm, enhancing the vitality and viability of the centre. The proposed regeneration of Porthcawl waterfront and existing interest from retailers means there is an opportunity to secure further investment in public realm improvements in Porthcawl. New visitor facilities along Porthcawl Waterfront will improve the overall leisure offer and have the potential to increase retail spending elsewhere in the centre by enhancing the attraction of Porthcawl to visitors and residents.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council aims to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>The authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of public transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure. In relation to water and sewerage in particular, the Council has maintained dialogue with Dwr Cymru Welsh Water throughout plan preparation. All strategic sites will invariably require water and sewerage infrastructure improvements which may need to be funded by developers if the sites are to progress in advance of potential regulatory investment. In relation to Porthcawl Waterfront specifically, Dwr Cymru Welsh Water have confirmed that there should be no issue with Penybont (Merthyr Mawr) WwTW accommodating the foul-only flows from this development, although owing to the number of units proposed on the site, a hydraulic modelling assessment will likely be required (relating to water supply and the sewerage network) to determine the level of reinforcement works required. Continued engagement with landowners/developers and Dwr Cymru Welsh Water will be facilitated to further discuss the requirements on this site.</p> <p>They key enabling infrastructure required to facilitate the proposed development includes the following:</p> <ul style="list-style-type: none"> • Coastal defence improvements;
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<p>a) Development on Salt Lake will have a very negative impact on the gateway into Porthcawl when the first visuals of those arriving along the dual carriageway will be a foodstore and a density of housing.</p> <p><u>Wellbeing</u></p> <p>b) A density of housing on Sandy Bay and Salt Lake will not give a feeling of well-being to residents or visitors in fact quite the opposite.</p> <p><u>Incongruous in the street scene</u></p> <p>c) The amount of housing on both sites will have an overbearing affect and will be out of keeping being built so close to the beautiful vista that we are so lucky to have in Porthcawl.</p> <p><u>Increase in traffic</u></p> <p>d) The increase in traffic when the proposed sites have been completed will cause highway disruption and congestion from the M4 into Porthcawl. The new infrastructure promised for these two sites is a new road constructed into Sandy Bay no extra changes to the present road network.</p> <p><u>Parking problems</u></p> <p>e) Taking up Salt Lake for development will cause major parking problems in the area which will overflow into residential areas making it so much worse than it is now. Porthcawl has been promised a much-awaited parking strategy which must be concluded and any consultation carried out if necessary before the LDP is finalised.</p> <p><u>No added benefit for the residents of Porthcawl</u></p> <p>f) Any promised community facilities will possibly be open space and perhaps some art whilst the residents of Porthcawl are badly in</p>		<ul style="list-style-type: none"> • New public open space; • Drainage infrastructure; • New road and roundabout; • Active travel improvements; • Education provision; and • Utility connections and upgrades <p>Policy PLA1 ensures that development of the site will require a new roundabout and link road to enable access to the Sandy Bay development parcels. Highway improvements will also be required to ensure that the principal point of vehicular access for a foodstore is off the Portway roundabout. Off-site highway improvements will also be required of which they must have regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>In terms of the impacts on primary healthcare provision, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>In terms of second homes, main residences and second homes currently fall into the same use class (C3) and planning permission is not required to move within class C3. Whether the use of a dwelling for commercial letting as holiday accommodation amounts to a material change of use will be a question of fact and degree in each case, and the answer will depend upon the particular characteristics of the use as holiday accommodation. Alternative mechanisms such as licensing and tax premiums on second homes are beyond the scope of the land use planning system.</p>
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	<p>need of some leisure facilities. More often than not if the developers promise to supply community facilities, i.e. play areas, community hall etc. they either never materialise or they are last to be supplied.</p> <p><u>Tourism</u></p> <p>g) A density of housing on Salt Lake and Sandy Bay will not promote tourism within Porthcawl nor will it turn Porthcawl into a premier seaside resort. It will possibly have a negative effect. (What is provided within the RLDP for Porthcawl that encourages tourism or even adds to tourism.</p> <p><u>Creation of jobs</u></p> <p>h) The building of 1115 properties will not create any jobs for residents or future residents once the developments have been built.</p>		
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Title: Do you have any comments to make on the key proposals? Ogmore and Garw valleys			
ID	Comment	Summary of changes being sought/proposed	Council response
573	No	No changes proposed	Comments noted.
520	No, I don't live there either.	No changes proposed	Comments noted.
520	No	No changes proposed	Comments noted.
848	No	No changes proposed	Comments noted.
1233	Agree with the above concepts but please ensure that the increase of walking & cycling routes includes disabled usage, and does not cause other vulnerable road users (eg HORSE-RIDERS) to be further disadvantaged.	Support for key proposals for Ogmore and Garw valley. Concerns for vulnerable road users.	Comment/Supported noted. The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.

			<p>The Replacement LDP seeks to promote connectivity for all by maximising opportunities for active travel routes, including those contained within Existing Route Maps and future proposals detailed within the Active Travel Network Maps (See Appendix 29). Well-connected developments will assist in promoting the improvement of health and wellbeing by encouraging people to adopt healthier and active lifestyles, whilst also contributing to the creation of a successful place. The routes and proposals shown on the Active Travel Integrated Network Maps are indicative alignments that may be subject to change as routes are further developed. The development and delivery of the proposals shown on the INM will be dependent upon the availability of funding. It is not felt necessary to indicate all existing cycle routes the proposals map.</p> <p>Additionally, the Council places an emphasis on improvements to the County Borough's public transport network. The availability of efficient and effect public transport is an important part of ensuring a place is sustainable. The improvements to the public transport network, promoted under policies PLA8 (1) to (7) will encourage more residents and visitors to undertake journeys by bus or train, which will help to reduce the number of car-borne journeys, and facilitate access to employment opportunities, health and education facilities for those without access to a car.</p>
123	<p>Thank you for giving us the opportunity to give our input on the LDP Consultation, which is based on the development and use of land in line with BCBC priorities. Below are the comments of the Garw Valley Community Council members:</p> <p>1.1.2 reflects the local aspirations for the county borough as agreed by BCBC and other stakeholders, however there is very little mention of the Garw Valley which is described as an upland zone and local settlement and in close association to the Ogmore Valley.</p> <p>4.3.20 here the Garw Valley is described as having good road connections to the M4 and figure 2 notes in its strategic diagram that it is described as a regeneration area, however there is very little detail in relation to how BCBC seeks to regenerate the upper Garw Valley. There is no mention of:</p> <ul style="list-style-type: none"> • Improving commercial and industrial opportunities • Improving active travel routes • Tourism options for Parc Calon Lan • Improving the educational infrastructure (at present the 4 schools on average are in excess of 100 years old) 	<p>Concern in relation to clarity on regeneration opportunities for Upper Garw Valley, active travel routes, tourism options for Parc Calon Lan and improving education infrastructure.</p>	<p>Comment/Support noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The Ogmore and Garw Valleys are identified as Local Settlements. Therefore, whilst these areas will not be earmarked to accommodate significant growth, the Replacement LDP seeks to create sustainable communities linked to wider opportunities in a manner that protects their high quality environment. It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such</p>

	<p>Regeneration is a continuous theme of discussion within the Garw Valley Community Council and we have recently worked in partnership with REACH on a consultation on the upper Garw Valley, which offers a number of opportunities via public consultation, to regenerate the upper Garw Valley, which I've attached. There are opportunities to embrace this report within the LDP and look for funding opportunities from the Cardiff City Deal fund. In comparison to other proposals for other valley proposals, the upper Garw Valley stands out as a valley that appears to have been forgotten, especially when you consider the LDP is for a 10 year time period. There are opportunities within the school modernisation programme to improve the educational infrastructure; you will note that the Garw Valley Community Council has already written to you about this proposal. In summary, we would be grateful if the LDP could include specific development and regeneration proposals for the upper Garw Valley.</p>		<p>community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high quality environments.</p> <p>In terms of active travel routes, Connections will be required to be made to existing travel routes and new routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps (See Appendix 29).</p> <p>The Replacement LDP will seek to promote connectivity for all by maximising opportunities for active travel routes, including those contained within Existing Route Maps and future proposals detailed within the Active Travel Network Maps (See Appendix 29). Well connected developments will assist in promoting the improvement of health and wellbeing by encouraging people to adopt healthier and active lifestyles, whilst also contributing to the creation of a successful place. The routes and proposals shown on the Active Travel Integrated Network Maps are indicative alignments that may be subject to change as routes are further developed. The development and delivery of the proposals shown on the INM will be dependent upon the availability of funding</p> <p>We appreciate Garw Valley CTCs for their good work and efforts in carrying out public consultation and making of the report. Strategic Policy SP6 of the replacement Plan, supports use of Place Plans to identify small, local development sites that reflect local distinctiveness and address local, specific community scale issues and promote self and custom build opportunities (Sustainable housing strategy SP6). The Strategy equally recognises the role that Place Plans can have in assisting with identifying small, local development sites that reflect local distinctiveness and address local, specific community scale issues. The strategy preferably requires the Town and Community Councils and/or related steering groups to be involved in preparation of the Place Plans for their community area. This will allow local groups to take the initiative and help promote (i.e. via development briefs) small, locally distinctive developments at a scale commensurate with the respective settlement and in accordance with the Replacement LDP.</p> <p>The Ogmore and Garw Valleys are identified as Local Settlements. Therefore, whilst these areas will not be earmarked to accommodate significant growth, the Replacement LDP seeks to create sustainable communities linked to wider opportunities in a manner that protects their high quality environment. It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high quality environments.</p>
51	<p>How will they be linked? Self build can impact the characteristic of the community as they do not reflect the look of the area. Strong feeling of large self build properties 'looking down' on the settlement. Improved public transport significantly needed and welcomed.</p>	<p>Concern in relation to the impact of self built on characteristic of the community</p>	<p>Comment noted. The Ogmore and Garw Valleys are not identified as areas that will accommodate significant growth in recognition of their topographical and viability based constraints. However, these areas would benefit from community-based regeneration and are therefore designated as Regeneration Areas in recognition of the fact that a range of approaches are required to incite community investment opportunities.</p> <p>In terms of self built properties' impact on the characteristics of the community, The Replacement Plan ensures that all development comply with Strategic Policy 3 on Good Design and Sustainable Place Making (See Page</p>

			<p>60). The development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment. As such future planning applications will be required to be supported through the submission of appropriate design and technical information to demonstrate compliance with the criteria set out by Policy SP3. Such criteria include design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character.</p> <p>The Settlement Assessment Study acknowledges that Ogmere and Garw Valley have no railway line and less frequent bus services and so the settlements scores low in terms of accessibility (see Table 5: Availability of Facilities and Services, Scored by Settlement). This was taken into account in determining the settlement hierarchy and further contributed to the Spatial Strategy formulation. Settlements in this location are particularly constrained by difficult topography and inadequate infrastructure. Hence some settlements of Garw and Ogmere have been identified as areas in need of regeneration and have fewer development opportunities.</p> <p>Policies contained within the Replacement LDP will look to implement transportation improvements throughout the County Borough, specifically Policy PLA8: Transportation Proposals (See Page 90). This policy sets out a number of transportation proposals of which are allocated and safeguarded from development that would prevent their implementation, including, bus corridor improvements along the Garw, and Ogmere corridor as per Policy PLA8 (1).</p>
1020	You are too lazy and unimaginative to develop these valleys.	No changes	Comments noted.
121	Members feel a tourist information centre at Bryngarw Park will not be served as well as it would if were placed where it was - at McArthur Glen Shopping Centre, where there is huge footfall.	No changes – need for greater tourism information	Comments noted.

Title: Do you have any comments to make on the key proposals? Bridgend and Pencoed			
ID	Comment	Summary of changes being sought/proposed	Council response
573	PLA 3 - Land west of Bridgend. This proposal should be deleted from the LDP. It is clearly inconsistent with the placemaking and other principles contained in this document	Strategic Allocation PLA3: Land West of Bridgend should be removed from the LDP	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p>

			<p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential units, including affordable housing will be accompanied with a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that development of Land West of Bridgend with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
520	No, for the reasons above. I do not have an opinion on the development of these places and sadly, this is the only opportunity for Porthcawl residents to voice their opinions on the future of their home-town.	No changes proposed	<p>Comments noted. It is the view of the Council that the overall objectives of the Community Involvement Scheme (CIS) as originally set out in with the approved Delivery Agreement, including the CIS have been met. It is also considered that the LDP has been prepared in accordance with the LDP ‘Preparation Requirements’ set out in the Development Plans Manual (Edition 3).</p> <p>The Council previously consulted the public on the Preferred Strategy of which was held from 30th September to 8th November 2019. Following the public consultation period the Council was required to consider all representations made in accordance with LDP Regulation 16(2) before determining the content of the deposit</p>

			<p>LDP. As such the Council drafted an initial Consultation Report (See Appendix 8 – Preferred Strategy & Initial Consultation Report) for publishing. This report was subsequently signed off by members of Council.</p> <p>As part of Stage 4 of the Delivery Agreement, the Council was required to undertake Deposit public consultation for a statutory period of 6 weeks, however the Council made an allowance for 8 weeks in order to maximise public participation. This was to ensure a range of views could be considered as part of a process of building a wide consensus on the Replacement LDP's strategy and policies. A number of consultation methods were used to ensure efficient and effective consultation and participation, in accordance with the CIS. These methods included:</p> <ul style="list-style-type: none"> • A Legal Notice was placed within the Glamorgan Gazette on 3rd June 2021 • The package of consultation documents were been made available online via Bridgend County Borough Council's Website (www.Bridgend.gov.uk/ldpconsultation). Respondents were able to complete an electronic survey online to make a formal representation. • Printed reference copies were placed within public facing Council buildings, including every library in the County Borough (fixed and mobile), subject to social distancing guidelines. The reference copies were also available to view at the Council's Civic Offices in Angel Street, Bridgend, although by appointment only as the offices had not re-opened to the public due to the pandemic. Hard copies of the survey form were also made available at these locations for members of the public to complete by hand. • Dissemination of hard copies of information to individuals. Members of the public were able request a copy of the survey by post to complete by hand (free of charge). There was a £25 charge for a hard copy of the whole Deposit Plan to cover printing and postage costs for such a large document. • Every individual and organisation on the LDP Consultation Database was notified by letter or email (depending on their preference) to inform them of the availability of the Deposit Consultation. Approximately 500 representors were contacted, provided with details of how to access the package of consultation documents and how to respond. As the consultation progressed, additional representors were been informed of and added to the database upon request. • Planning Aid Wales were commissioned by the Council to run remote engagement events for all Town and Community Councils in Bridgend County Borough. • A comprehensive social media plan was devised. A series of social media posts were released periodically on Facebook, LinkedIn and Twitter. They drew attention to different thematic areas / parts of the County Borough throughout the consultation period. • Planning Officers have presented the consultation remotely to established working groups, including the Bridgend Community Cohesion and Equalities Forum and Youth Forum. • In place of face to face public drop in sessions, representors were able to book one to one telephone appointments with planning officers to discuss any queries/concerns they may have had. They were able to do this by emailing ldp@Bridgend.gov.uk or telephoning 01656 643633. • Posters were sent to all Town and Community Councils to display on their notice boards.
520	No	No changes proposed.	Comments noted.
848	No	No changes proposed	Comments noted.
1040	Land south of Bridgend is taken to mean Island Farm and Craig-Y-Parcau. The development of these sites for the density outlined would be extremely deleterious to biodiversity particularly the SINC at Island	Concerns relating to Strategic Allocation PLA2: Land South of Bridgend (Island	Comments noted. The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and

<p>Farm. It would negatively impact the road network, most obviously the A48 but also New Inn Road. This would impact active travel, pedestrian and cyclist safety and the well-being of current residents of the south Bridgend area. The sensitive, highly designated historic areas surrounding and including Merthyr Mawr run up to both sites and would be very negatively impacted by development on these sites, on this scale. The biodiversity network of which both sites are important part would be irrevocably damaged,</p>	<p>Farm) and Housing Allocation COM1(2): Craig y Parcau</p>	<p>development, green infrastructure, nature conservation and natural resources protection and public health. For development to be sustainable, it needs to be soundly based on good environmental assessments, and to be well planned and controlled with regard to its environmental impact, in order to conserve and enhance biodiversity.</p> <p>There is clear guidance and legislation with regard to the protection of species and habitats recognised in legislation, Planning Policy Wales (PPW) and TAN5 Nature Conservation and Planning. The most relevant statutory requirements are set out in Section 61 of the Planning and Compulsory Purchase Act 2004, the Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2016 Section 6 Biodiversity and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Section 11 of the Countryside Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN5 lists all the other relevant legislation.</p> <p>To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strategy will seek to enhance the biodiversity and resilience of the County Borough's ecosystems through native species landscaping, careful location of development, the creation of green corridors, and open space management. It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals. All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider social needs of local communities. Only in exceptional circumstances, where it is in the public interest, will new development be located where it may have an adverse impact on sites designated for their importance for nature conservation. Robust mitigation and compensation will be provided wherever this situation is unavoidable, in line with considered advice from statutory and advisory organisations.</p> <p>The Environment Act (Section 6) sets out a framework for planning authorities to maintain and enhance biodiversity to provide a net benefit for biodiversity through a proactive and resilient approach. Policies SP17 and DNP6 of the LDP set the framework to deliver on this premise, as set out in Policy 9 (NDF). Policy DNP6 (LDP) will be revised to ensure it is based on a net benefit approach to achieve these outcomes.</p> <p>It is acknowledged that Strategic Allocation PLA2: Land South of Bridgend (Island Farm) contains a Site of Importance for Nature Conservation (SINC) (The Island Farm POW Camp) of which covers 14.03 hectares of land within the allocated site. PPW identifies SINC's as local non-statutory protected sites. Paragraph 6.4.20 states that 'Although non-statutory designations carry less weight than statutory designations, they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection in development plans and the development management process.'</p> <p>Existing Consent</p> <p>In relation to Strategic Allocation PLA2: Land South of Bridgend (Island Farm), development has already lawfully commenced on this site. The Island Farm mixed use development comprising sport/leisure/commercial and office uses was granted Outline planning permission on 14th March 2012 (P/08/1114/OUT). The permission was subject to a Section 106 Legal Agreement (Legal File Refr: E40-275) that controlled highway works, land dedication, management plans, contributions and matters relating to travel and management plans associated with the stadia development. A series of reserved matters consents were granted for an indoor tennis centre, (P/14/354/RES refers), landscaping and ecological works, (P/14/823/RES refers), and highway and drainage infrastructure (P/14/824/RES refers). The Outline permission included the standard time limit conditions for the submission of reserved matters and the commencement of development. The final approval of reserved matters was issued on 12th June 2015.</p> <p>The Outline planning permission included approval for the construction of a new traffic light controlled junction on the A48 that would serve as the primary access to the development site. The road construction would</p>
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			<p>however pass through an area of local ecological value – the Island Farm Prisoner of War Camp Site of Importance for Nature Conservation (SINC). Under the Conservation and Habitats and Species Regulation 2010, a conditional European Protected Species Licence was issued. In order to comply with the licence and to prevent the new access road from fragmenting the dormice population, the developer proposed to construct and plant the approved 'Green Bridge'. However, access to the site could not be formed from the A48 until the Green Bridge had been established. Under a non-material amendment to the outline planning permission and application P/17/29/FUL, the Council consented a temporary construction access from Ewenny Road/New Inn Road to allow a sequence of 'enabling works' that had been approved under P/14/354/RES and P/14/824/RES. These 'enabling works' are described as:</p> <ul style="list-style-type: none">• The setting up of the site facilities via Island Farm Lane and New Inn Road to provide the site facilities and temporary internal roads for the delivery of earth moving plant to the site;• Undertaking earthworks to form a plateau for the Tennis Centre;• Undertaking the earthworks, drainage works and form the sub base to the internal access road working from the boundary adjacent to the interconnecting spur with the adjacent Technology Drive;• Break through the boundary hedgerow and construct the proposed road link between the Island Farm site access road and Technology Drive. Install the incoming services infrastructure that will access the site via Island Farm Lane. Construction access herein to be via Technology Drive; <p>The aforementioned works were commenced in July 2017 in accordance with the above consents and the details agreed in relation to the pre-commencement planning conditions. Under the definitions within the planning obligation, the aforementioned works constituted a 'commencement of development' triggering a number of obligations in relation to highway works. A deed of variation to the original agreement was signed on 11th October 2018 which reconciled the enabling works (phase 0) with the original obligation. On the basis of the above, the 'enabling works' constituted a material operation and a lawful commencement of reserved matters consents P/14/354/RES and P/14/824/RES. The works have not been completed but the Council's opinion is that the permissions are extant.</p> <p>Notwithstanding the extant planning permission, based on the revised mix of uses now proposed on the site, there is considered to be an overriding need for the development. Re-allocation of this site will enable accommodation of sustainable growth enshrined in placemaking principles, deliver affordable housing in the highest need part of the County Borough and enable delivery of two schools on the site, including relocation of Heronsbridge Special School. It will also enrich active travel and green infrastructure networks within Bridgend through creation of a 'green lung' that will connect the site to the Town Centre via Newbridge Fields. Development of this edge of settlement site would accord with the Preferred Strategy, channel growth to the Primary Key Settlement of the County Borough and make a significant contribution to the housing need identified in the LHMA. The site promoter has also provided extensive supporting information to evidence the site is both viable and deliverable.</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A final masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner. This will need to demonstrate how the development will create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape, SINC, adjacent Grade II* listed Merthyr Mawr House, existing housing clusters, community facilities, Active Travel Networks and public transport facilities. An illustrative masterplan will also be included in the final version of the Replacement LDP to enable all parties to understand how the site will be developed in broad terms, including proposed land uses, access, infrastructure requirements, constraints and areas of protection. This masterplan will clearly identify the location of the SINC in the context of the wider allocation.</p>
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Ecological mitigation measures already implemented

As part of the existing consent, a mitigation strategy was produced in 2009 to offset the impacts of the development. It was proposed that the SINC and south west field would become a wildlife conservation area within the new development. Surveys at the site found dormice *Muscardinus avellanarius* to be present, both within the woodland and scrub in the SINC and in the hedgerows of the agricultural fields. These areas are also known to be used by bats for foraging and commuting purposes, and the SINC area contains a roost site for lesser horseshoe bats *Rhinolophus hipposideros* and brown long-eared bats *Plecotus auritus*.

As part of the development process some areas of these habitats were to be lost, and modification to the remaining areas due to the impacts of the development, including noise and light spillage. Part of the mitigation strategy to counter these losses included the creation of new habitats suitable for the relevant species. As such, habitat design was guided by the requirements of the protected species of which had the potential to utilise the site. In addition to dormice and bats, a further condition of the existing consent required the habitat requirements of Great Crested Newts *Triturus cristatus* to be taken into account.

The habitat design for the consented scheme included:

- **Tree and Scrub Planting:** translocation and planting new trees and scrub in the south-west field, providing an alternative for displaced animals, including dormice, bats, and shelter for reptiles and amphibians.
- **Hedgerow Enhancement:** enhancement and translocation of hedgerows from the centre of the site to the eastern site boundary has been undertaken, to create continuous hedge lines which help to buffer the expanded SINC site, and to filter out noise and light from development. Additionally, it provides a continuous flight line for bats and allow dormice to disperse more easily along the hedgerows.
- **Bat Roosting Building:** a purpose-built bat roost building has been constructed within the south-west field, providing a suitable roost site for both lesser horseshoe and brown long-eared bats, which have both been found roosting in the old hut within the SINC. The building was constructed on the lesser horseshoe key flight line to enable them to rapidly locate it, and also be close to good feeding habitats on the Merthyr Mawr and the River Ogmore.
- **Dormouse Nest Boxes:** 35 dormouse nest boxes placed within the field, to provide shelter for dormice that are to be displaced from other areas of the site. Placed within the north-east and south-east hedgerows, at approximately 10m interval.
- **Pond creation:** two new ponds have been created within the south-west field, with the primary aim of providing habitat for Great Crested Newts.
- **Grassland Creation:** rough grassland created around the pond to mitigate loss of existing grassland.

Proposed mitigation

As part of the proposed development of Strategic Allocation PLA2: Land South of Bridgend (Island Farm), an ecological appraisal of the site has been prepared by Ethos Environmental Planning in order to:

- To establish baseline ecological conditions and determine the importance of ecological features present within the specified area;
- To identify the existing habitats on site;
- To identify the potential for protected species;
- To identify if any further surveys are required with regards to protected habitats or species; and
- To identify any key ecological constraints and make recommendations for design options to avoid significant effects on important ecological features/ resources.

General habitat – Existing

The site was found to be comprised predominately of arable land in its winter stubble with very few plant species noted. The arable field margins provide good habitat for a range of species and buffer the existing hedgerows.

		<p>There were numerous hedgerows across the site which ranged from mature hedgerows with trees and hazel coppice, to intensively managed species-poor hedgerows which dissected the arable fields. Two hedgerows had been translocated recently to the eastern boundary and appeared to show new growth.</p> <p>Two ponds which were created as part of the previous applications' ecological mitigation works were noted; however, neither was holding much water. Whilst there was very limited aquatic vegetation in the pond, vegetation in the immediate area included large swathes of tall ruderal and ephemeral/short perennial.</p> <p>Part of the site, in the northern section, was designated as a SINC partially due to the mosaic of grassland, woodland and scrub. This area is proposed for retention within the current masterplan, with the exception of an access road. Part of the site had been subject to clearance to enable works from the previous development proposals. The area cleared was not within the SINC identified on site. Detailed surveys will be undertaken to consider the botanical diversity of this area.</p> <p>Part of the area was brownfield land and whilst it was not an appropriate time of year for botany surveys, it was apparent that there were varied nutrient levels and areas of disturbed ground which are likely to result in higher botanical diversity.</p> <p>Built structures were also noted. These included 'Hut 9' a former prisoner of war camp from World War 2 located within the woodland in the north of the site and a dedicated bat roost located in the south-west of the site.</p> <p>A number of sink holes were noted across the site. These ranged from those which had apparently been present for a long period of time and had mature trees growing within them, to those very recently emerging and just comprising of small areas of collapsed earth.</p> <p>Natural Resources Wales (NRW) states that consideration will need to be given to protected species (Hazel Dormice, Lesser Horseshoe Bats, Brown Long Eared Bat records on site). Furthermore, NRW states that consideration will need to be given to impacts on the SINC, and habitat – ancient mature hedgerows and woodland.</p> <p>As such the ecological appraisal also considered the following species:</p> <p><u>Dormouse</u> The site contains hedgerows and woodland of which were assessed to hold high value for dormice. The previous surveys identified the presence of dormice within the SINC located in the north of the site. It was therefore assessed that further surveys would be required to update the status of the site for this species and to inform detailed proposals for the site.</p> <p><u>Riparian mammals</u> The River Ogmore was present along the eastern edge of the Craig-Y-Parcau, with records of both otter and water vole found south of the site. However, the previous surveys identified no evidence of riparian mammals within the development area. Considering the presence of previous records in the area and suitable habitat directly adjacent to the site, it is recommended surveys are undertaken for these protected species and to inform detailed proposals for the site.</p> <p><u>Great crested newt</u> The previous surveys assessed the ponds to be unsuitable for great crested newt (GCN) and that GCN were absent from the site. Since then, it is understood that the previously surveyed ponds have been removed and new wildlife ponds created in the south-west of the main site area. The two water bodies identified during the walkover had relatively low water levels and limited aquatic vegetation. The current proposals indicate the retention and protection of the ponds. Nevertheless, they could provide suitable breeding habitat for amphibians and it is recommended that a Habitat Suitability Index of each of the ponds within 500m of the development site to inform detailed planning application.</p> <p><u>Birds</u></p>
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			<p>Further work and surveys are to be undertaken from an ecological perspective in line with the recommendations of the ecological report. However, there were no 'show-stoppers' found at this stage, with appropriate mitigation measures available to ensure that the development of the site is acceptable and any related impacts can be minimised.</p> <p>NRW support the commitment for the future development of the site to follow a Green Infrastructure led approach so that the mixture of uses will be fully integrated and designed around the SINC.</p> <p>Overall, the site has an extensive planning history which has demonstrated that the site can be developed in an ecologically sensitive way through careful scheme design and the use of mitigation measures. Policy PLA2 will ensure that the proposed uses through outlined development requirements are fully integrated into the future development of site.</p> <p>The proposed allocation is supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The site promoter's Transport Assessment reflects the final number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA2 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p>
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			<p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages between the site, the Town Centre and surrounding environs. In addition proposed Policy PLA2 will require the site's green infrastructure network to extend to Newbridge Fields, thereby capitalising on proposed active travel route INM-BR-49 and establishing a 'green lung' that connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents.</p> <p>The site promoter's Transport Assessment has identified that with exception of the A48 proposed site access junction, and the Ewenny Road Roundabout in the AM peak hour, and the B4265 / Ewenny Road junction in both peak hours, the revised Island Farm proposals will result in lower traffic flows through all junctions across the assessment network over both the AM and PM peak hour periods, compared to the previous consented development proposals on the Island Farm Site. As the consented flows are technically already considered to be existing on the highway network, this revised scheme will provide traffic reduction improvements across the local highway network. Previous assessment work on the Island Farm site has identified that the Broadlands Roundabout, Ewenny Roundabout, and Picton Close Junction all show capacity issues in forecast year assessment scenarios both including and excluding the consented Island Farm proposals traffic. Although the revised Island Farm proposals in general bring traffic reductions across these junctions (from what was previously consented), with consideration of background traffic growth alone, these junctions will still likely require mitigation to operate within capacity during future forecast years. The reduction in flows as a result of the revised Island Farm proposals however, may mean that any mitigation measures implemented can potentially achieve greater capacity improvements at each junction. The revised proposals at the Island Farm site include three separate vehicle access points onto the local highway network (compared to just two within the consented scheme). All three site access junctions are expected to operate within capacity under the revised Island Farm proposals. An updated assessment at all three identified junctions, and the site access junctions will be undertaken as part of a future supporting Transport Assessment for the revised Island Farm development, which will ideally include up to date baseline traffic flows as the basis for the assessment (Covid restrictions allowing).</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also</p>
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			<p>identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>For Land South of Bridgend (Island Farm), the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and listed buildings. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA2 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA2 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan. The tourism and culture asset of Hut 9 will also be preserved and enhanced through improved linkages and active opportunities.</p> <p>The land surrounding Merthyr Mawr is recognised within the Replacement LDP and is very much protected by various designations and policies (see Appendix 25 – Special Landscape Designations and Appendix 26 – Landscape Character Assessment). As highlighted by Policy SP17 the historic landscape of Merthyr Mawr Warren is a National Nature Reserve. These are protected under the Wildlife and Countryside Act 1981, as amended by the Countryside and Rights of Way (CROW) Act 2000, the Natural Environment and Rural Communities (NERC) Act 2006 and the Environment (Wales) Act 2016. Policy SP17 specifically seeks to protect statutorily designated sites of national importance and any development proposal which affects such sites will be subject to special scrutiny to establish any potential or indirect effects. The onus will be firmly placed on any potential developer and/or owner to clearly demonstrate the case for the site's development, and why development should not be located elsewhere on a site of less significance to nature conservation. Sensitive design in conjunction with appropriate planning conditions and/or planning obligations/agreements will be pursued by the local planning authority with a view to overcoming potential adverse impacts on the environmental resource, and to ensure protection and enhancement of a site's nature conservation interest.</p> <p>Merthyr Mawr Warren is also designated as a Special Landscape Area (See Policy DNP4 and Appendix 25 – Special Landscape Designations), in recognition of the surrounding character and quality of the landscape. Policy DNP4 protects such designations from inappropriate development. In order to be acceptable, wherever possible, development within a SLA should retain and enhance the positive attributes of its landscape and seek to remove or mitigate any negative influences. In order to achieve this, the design, scale and location of development should respect the special landscape context. In particular, design should reflect the building traditions of the locality in its form, materials and details and aim to assimilate the development into the wider landscape.</p>
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			Merthyr Mawr Village is also designated as a Conservation Area in recognition of the area's special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. In considering development proposals, the Council will seek to resist new development or the demolition of existing buildings unless it would preserve or enhance the character and appearance of the conservation area. (See Policy DNP11).
627	I hereby object to the above proposal, and ask for this site to be deleted from the final LDP, because of its historical importance to the local community. If it were ever financially possible to investigate the archaeology of this area it is possible that the medieval remains would provide a Faith tourism project that would greatly add to the County Borough by providing direct employment and income generation into existing businesses. Both of these ambitions are noted within the LDP for Bridgend. The following provides a general description of the Scheduled Ancient Monument from the CADW website: The remains of what is known locally as Llangewyd Church and Churchyard (SS875809) is a scheduled ancient monument, the remains of St Cewydd's Church built in 11 century and believed to have been demolished by Cistercian monks in the 13 century. CADW reference number GM237 designated on 27 October 1955. The monument comprises the remains of a church and churchyard probably dating to the medieval period. Churchyard: area of about 1.5 acres bounded on west and north-west by a wall (now a field wall) and on north-east, east and south by a low bank c. 7m broad x 0.60m high, with a gap in the south-east corner. On the south side, on the line of the bank and 3m apart, are two stones 1.8m high. (At the roadside, near the gate of the field is the base of a cross.) Church: bank c. 30m x 7.30m, 0.30-0.60m high in south half of the church-yard. Ground falls away to the north. Projection to the north at the east end makes the mound rather L-shaped. The monument is of national importance for its potential to enhance our knowledge of medieval ecclesiastical organisation. The monument forms an important element within the wider medieval context	Objection to Strategic Allocation PLA3: Land West of Bridgend	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p>

<p>and the structure itself may be expected to contain archaeological information in regard to chronology, building techniques and functional detail. The scheduled area comprises the remains described and areas around them within which related evidence may be expected to survive. Some historians think that the remains of the 11th Century church were actually built on the foundations of an even older church. Inscribed stones have been found in the fields where the development is planned and are in storage in Cardiff Museum. At least one upright stone can still be found in the hedgerow surrounding the 'Circus Field', other may survive. You can clearly see a medieval pilgrim marker base stone on Laleston crossroads, next to the 'Circus Field' where LCC has installed an interpretation board. Also, as this area is a known medieval pilgrim route, the hedgerows themselves are equally as old and deserve to be protected. I firmly believe that the significance of the settlement at Llangewydd adds greatly to our understanding of the development of our farming landscape. In particular it adds to our knowledge about the Cistercian religious order. Further information about the history of Laleston can be found at: https://lalestoncommunitycouncil.gov.uk and the details of the Laleston Stone Trail are available here:</p> <p>https://adobeindd.com/view/publications/91d158b9-1da1-4c83-a562-cdd77cc61f23/7dt7/publication-web-resources/image/lalestonStonesLeaflet-outside.png</p> <p>After WW2 aerial photographs also point to there being evidence of a Roman settlement bordered by the communities of Llangewydd, Laleston and Penyfai. This needs archaeological investigation. If development is to be permitted, the community needs to be assured that a full professional archaeological exploration of the site will be part of the conditions of</p>		<p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrates the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, BRC9b.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive components within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in the Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles</p>
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<p>development before any work is allowed to commence. Laleston Community Council would also prefer that any excavation involving the local community. Laleston Community Council has already experienced a young and inexperienced member of staff from a developers try to attend a council meeting to tell us all about their proposals. One of my fears is that a local land owner could offer his land to such an individual for turning/parking lorries or dumping spoil from the site right on top of what remains of our ancient monument. The damage would be done and no amount of financial compensation would put this right. In addition I would add my name to the following objections:</p> <ul style="list-style-type: none"> - Further housing is not necessary at this location. An evidence-based case has not been made. The West of Bridgend area has been the site of some 3000 new houses in recent years. This is already a disproportionate amount. It would be bad planning to add a further 850 houses to this area. To make this delicate site profitable, even so-called "affordable" housing would be beyond the means of most young persons. - Infrastructure is not in place to support further development. The local comprehensive school, for example, has not yet caught up with the housebuilding of the previous decade. The viability of further expansion of Bryntirion Comprehensive School is very doubtful due to road access constraints. Section 106 contributions from a developer would therefore be futile for this purpose. Sending children from the proposed site to other comprehensive schools would violate the local place making principles stated in the draft LDP. Other aspects of infrastructure including sewerage, drainage, NHS services, etc. have not been anywhere nearly adequately addressed. - Further along the A473, air quality testing in Park Street reveals it to be one of the most polluted locations in the county. Generating more traffic to use the A473 violates the sustainable development principles contained in the 		<p>included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.</p> <p>Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutorily and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.</p> <p>Given the combination of designated sites, it is concluded that any future planning submission will need to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC and its associated designated features will be retained. Furthermore, such retained features will be further protected from potential harm, damage and disturbance through the sensitive design of built development away from SINC boundaries and inclusion of suitable buffers.</p> <p>The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will provide substantial potential for a balanced provision of areas of informal public open space and wildlife</p>
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<p>draft LDP. · Further road traffic would also put further strain on the A473 junctions with Elm Crescent and Heol y Nant, the traffic lights at Bryngolau, and the A48 Broadlands roundabout, which is already strained for capacity. · The site would coalesce the community boundaries of Bryntirion and Laleston, contrary to good planning principles. · The site has an inherently rural aspect, It forms a green wedge bordering a ward that is officially rural, and a ward that is officially urban. The overall effect would be the urbanisation of the entire district. Urbanisation would violate the council's objective of maintaining and enhancing the natural resources and biodiversity of the county borough. · This green wedge is the location of the Laleston Stones Trail, and the Bridgend Circular Walk, and is a field, woodland and hedgerow system with an historical heritage. Llangewydd Road and its surrounding lane network have been identified by historians as a pre-historic ridgeway, a medieval pilgrims' way, Ffordd y Gyfraith ("The Way of the Law"), and a drovers' road. There is a strong possibility of Roman and Celtic archaeology on site. · The proposed site is criss-crossed by public rights of way which have been conscientiously maintained by the Community Council and which are highly valued by local people and visitors. Urbanising them would create a miserable aspect, which the developer's proposals for "corridors" would not mitigate. Developers would leave the site transferring corridor maintenance costs onto the community. · No evidence has been produced to show that the commercial benefits of building at this location would more than outweigh the loss of positive social value of the site in its current condition. Overall, there would be a severe loss of visual, social and public amenity. · The loss of the rich and diverse flora and fauna of the woodland, fields and hedgerows is not justified by any commercial benefit from this development. · This urbanisation would create an undesirable precedent for further</p>		<p>zones. When linked with proposed POS and play areas across the developable site this will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during the development of adjacent land.</p> <p>An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include the native hedgerows delineating the northern boundary and internal field boundaries in addition to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered for their potential to support great crested newt.</p> <p>The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought to locate development across those habitats of predominantly limited ecological value whilst retaining boundary habitats as far as possible. Where retained, such features have been accommodated within proposed informal green space and sustainable transport links, which ultimately enhances connectivity throughout the Site and contributes to the wider green infrastructure resource.</p> <p>Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit predominantly species-poor or defunct), the site is considered to be of sufficient size and extent to enable future development proposals to flexibly avoid and/or mitigate for any significant ecological constraints and compensate where necessary. This will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.</p> <p>The report also highlights further detailed habitat and species surveys which are recommended to inform a planning application and ensure proposed mitigation is appropriate and proportional. These include a Dormouse survey, which was raised in comments received from NRW. Policy PLA3 will require the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. PLA3 will also require the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p> <p>Policy PLA3 will require development to incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Additionally, PLA3 requires 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
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<p>urbanisation to south, north and west. It would move the built-up area's boundary, making further greenfield development difficult to resist. This would cause further coalescence, with Broadlands to the south, Penyfai to the north, and towards Pyle in the west.</p> <ul style="list-style-type: none"> - The proposal to close Llangewydd Road to vehicular traffic is undesirable and disingenuous. <ul style="list-style-type: none"> o Undesirable because this lane is already a popular walking and cycling route, and vehicular traffic coexists without difficulty on this stretch. Alternative vehicle movements, along the lane north from the A473 at Crossways, towards the Old Church Field, as apparently recommended by the developer, would cause unacceptable conflict with walkers and cyclists. Alternative vehicle movements would not be equally convenient to any users of the lane network, and the unintended consequences could be severe. They have not been investigated. o Disingenuous, because no evidence has been put forward to argue for the closure of Llangewydd Road. It is therefore reasonable to suggest that a credible motive for this closure is to eliminate Llangewydd Road as a "natural" boundary for the development. Removing vehicular traffic removes this boundary and leaves the way wide open to future applications for further housing development towards Penyfai, which planners would find difficult to resist. This would repeat the experience of Broadlands, where an initial development of only slightly larger size than this proposal grew from a new settlement measured in hundreds of dwellings to one now numbered in thousands. The inclusion of the Old Church Field (north of Llangewydd Road) in the proposal, while on the face of it a philanthropic measure, could in reality be a further indication of an ambition to expand this development further northwards. o In a nutshell, this proposal puts the wrong type of development with the wrong type of houses in the wrong 		<p>With regards to education and comprehensive school provision, a contribution will be taken in accordance with the Education Facilities and Residential Development SPG and a decision will be made by the Local Education Authority as to how the sum will be utilised.</p> <p>In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site.</p> <p>With respect of drainage, the site promoter has prepared a high-level drainage strategic of which confirms that the site is located with DAM Zone A, which is used within Technical Advice Note 15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment (SCFA which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SFCA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.</p> <p>A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.</p> <p>In terms of the impacts on primary healthcare provision, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>The site promoter commissioned Air Quality Consultants to undertake an Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic emissions arising from the additional traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations have been modelled for a number of worst-case receptors, representing existing properties where impacts are expected to be greatest. In addition, the impacts of traffic emissions from local roads on the air quality for future residents on the proposed development have been assessed.</p> <p>The assessment has demonstrated that concentrations of PM10 and PM2.5 will remain below the objectives at all existing receptors in 2022, with or without the proposed development, and that all impacts for these pollutants will be negligible.</p>
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<p>location. A case is not made and the proposal should be set aside and not progressed in the LDP.</p>		<p>In the case of annual mean nitrogen dioxide, concentrations will remain below the objective at all but one existing receptor (representative of 6-8 homes) in 2022, with or without the proposed development. However, it is now considered unlikely that any new homes within the development will be occupied before 2024, by which time it would be reasonable to expect concentrations at these 8 homes to be below the objective. The assessment has demonstrated that the impacts in terms of annual mean nitrogen dioxide concentrations of the full development traffic being on the roads in 2022 will be negligible everywhere other than at this one receptor, where the impact under this scenario would be moderate adverse. However, bearing in mind that no new homes will be occupied before 2024, and the development is unlikely to be complete and thus generating its full traffic volumes until the 2030s, this scenario is unrealistically worst-case. Applying professional judgement, it is considered most likely that the actual impact of the development at these 8 homes will also be negligible in all years from the first occupation in 2024.</p> <p>The effects of local traffic on the air quality for future residents living in the proposed development have been shown to be acceptable at the worst-case locations assessed, with concentrations being well below the air quality objectives. As such, the overall operational air quality effects of the development are judged to be 'not significant'</p> <p>The proposed allocation is supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The Transport Assessment reflects the number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA3 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36)</p>
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			<p>has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA3 prescribes a number of placemaking principles for Land West of Bridgend, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58 and BRC9b. PLA3 will also require development to provide a new shared cycle / footway on the northern side of the A473, connecting the site with active travel route INM-BR-57 linking to the shops at Bryntirion to the east, and a widened footway to the west of the site to provide a connection to the eastbound bus stop on the A473.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p> <p>The site promoter's Transport Assessment confirms that the traffic effect of 850 dwellings is forecast to be in the order of 269 and 243two-way movements in the AM and PM peak hours respectively, although this is considered worst case as attitudinal change towards travel progresses. This quantum of trips equates to just over 4vehicles per minute two-way, diluted across the local highway network. The assessment concludes that the development provides opportunities to create a new western edge to Bridgend in a self-sustaining site offering community facilities suitable for day to-day living. In this way, the transport case for mobility provides the options necessary to promote sustainable travel modes before the private vehicle. The design of the environment, the travel planning and the locational advantages, together with the Mobility Strategy means there is a major benefit for existing and new residents, significantly improving travel choice, for commuting, leisure and social journeys and hence social inclusion. Working from home and from a third-place such as anon-site Work hub will be encouraged from the outset, in line with Welsh Government's aspirations.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
1485	Rebuttal to Allocation of COM1(2) Land at Craig-Y-Parcau and PLA 2(2) Land at	Objection to Strategic	Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan,

<p>Island farm It is acknowledged that the south side of Bridgend is appealing for developers because it is a green field site that does not any require remediation costs . Island Farm and Craig-Y-Parcau, run alongside the A48 and are on the edge of the Bridgend conurbation. These plus points should not, however, obscure the other factors embedded in law by the Senedd, which must preclude extensive development on these sites. Regarding Island Farm, and Biodiversity In response to “The State of Nature Report” 2019 and the catastrophic declines in the Biodiversity of Wales (one of the least biodiverse in the world), the Senedd, Nature Recovery Action plan for Wales 2020-2021 states, “Maintaining and Enhancing Resilient Ecological Networks – spatial action to deliver benefits for biodiversity, species and habitats, avoid negative impacts and maximise our well-being”. “For public authorities subject to the section 6 biodiversity and resilience of ecosystems duty under the Environment (Wales) Act, maintaining and enhancing biodiversity in the exercise of their functions should drive the mainstreaming of action into public service delivery”. And NRAP states that to recover nature we must: - build resilient ecological networks and mosaics across our whole land and seascape to safeguard species and habitats and the benefits they provide - address the root causes of biodiversity loss, not just the symptoms - understand the role that nature plays in our lives, livelihoods and well-being - invest in improving our evidence and monitoring for the long term - recognise and value biodiversity in our accounting and decision making across sectors and portfolios - demonstrate the value we place on biodiversity through governance, and support for skills and capacity. Maintaining and Enhancing Resilient Ecological Networks (nature networks) (to reverse the decline in biodiversity and adapt to climate change) - Restoring and maintaining the Protected Site network - Restoring and</p>	<p>Allocation PLA2: Land South of Bridgend (Island Farm) and Housing Allocation COM1(2): Craig y Parcau</p>	<p>underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate sites PS.1 Island Farm & PS.2 Craig y Parcau were considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p>
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<p>creating habitat outside protected sites to build nature networks and mosaics - Maintaining and enhancing species of principal importance for Wales” For public bodies subject to the WFG Act, achieving the Resilient Wales goal alongside the six other well-being goals should drive delivery of action for biodiversity. The SINC at Island Farm is home to two priority 1 European protected species, Dormice and Lesser Horseshoe Bats. It is argued that owing to issues of light pollution, predation, habitat fragmentation and loss of feeding area, the biodiversity acknowledged by the SINC status of the old POW site would be adversely affected to a high degree, by the development of 847 houses abutting it. As stated in the objectives to the LDP Review, proposals should protect local diversity, character and sensitive environments. The presence of the SINC within the development boundary leaves it vulnerable to development at some future point particularly if it loses its SINC status when next reviewed. To be accord with the principles and laws of the WFG Act, and the Environment (Wales) Act 2016 which states; “A public authority must take account of the resilience of ecosystems, in particular the following aspects- (a) the diversity of ecosystems (b) the connections between ecosystems (c) the scale of ecosystems” To embed the SINC physically and by planning boundary into a high-density housing development risks being in breach of the above act. There is a serious question to be asked in relation to the number of houses. The developer’s “Transport Strategic Appraisal” is working on 733 houses at 40 houses per hectare which presumably covers all the available space after the schools commercial/community area, pylon corridor etc are taken out (as shown on the indicative plan). The LDP however is for 847 houses. The question is where is the extra 2.85 hectares coming from? 5.5.39 Under the Environment (Wales) Act 2016, the Council is required to maintain and</p>		<p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough’s environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health. For development to be sustainable, it needs to be soundly based on good environmental assessments, and to be well planned and controlled with regard to its environmental impact, in order to conserve and enhance biodiversity.</p> <p>There is clear guidance and legislation with regard to the protection of species and habitats recognised in legislation, Planning Policy Wales (PPW) and TAN5 Nature Conservation and Planning. The most relevant statutory requirements are set out in Section 61 of the Planning and Compulsory Purchase Act 2004, the Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2016 Section 6 Biodiversity and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Section 11 of the Countryside Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN5 lists all the other relevant legislation.</p> <p>To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strategy will seek to enhance the biodiversity and resilience of the County Borough’s ecosystems through native species landscaping, careful location of development, the creation of green corridors, and open space management. It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals. All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider social needs of local communities. Only in exceptional circumstances, where it is in the public interest, will new development be located where it may have an adverse impact on sites designated for their importance for nature conservation. Robust mitigation and compensation will be provided wherever this situation is unavoidable, in line with considered advice from statutory and advisory organisations.</p> <p>The Environment Act (Section 6) sets out a framework for planning authorities to maintain and enhance biodiversity to provide a net benefit for biodiversity through a proactive and resilient approach. Policies SP17 and DNP6 of the LDP set the framework to deliver on this premise, as set out in Policy 9 (NDF). Policy DNP6 (LDP) will be revised to ensure it is based on a net benefit approach to achieve these outcomes.</p> <p>It is acknowledged that Strategic Allocation PLA2: Land South of Bridgend (Island Farm) contains a Site of Importance for Nature Conservation (SINC) (The Island Farm POW Camp) of which covers 14.03 hectares of land within the allocated site. PPW identifies SINC’s as local non-statutory protected sites. Paragraph 6.4.20 states that ‘Although non-statutory designations carry less weight than statutory designations, they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection in development plans and the development management process.’</p> <p>Existing Consent</p> <p>In relation to Strategic Allocation PLA2: Land South of Bridgend (Island Farm), development has already lawfully commenced on this site. The Island Farm mixed use development comprising sport/leisure/commercial and office uses was granted Outline planning permission on 14th March 2012 (P/08/1114/OUT). The permission was subject to a Section 106 Legal Agreement (Legal File Refr: E40-275) that controlled highway works, land dedication, management plans, contributions and matters relating to travel and management plans associated with the stadia development. A series of reserved matters consents were granted for an indoor tennis centre, (P/14/354/RES refers), landscaping and ecological works, (P/14/823/RES refers), and highway and drainage infrastructure (P/14/824/RES refers). The Outline permission included the standard time limit conditions for the</p>
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<p>enhance biodiversity and promote the resilience of ecosystems. It is therefore essential that a balance is achieved between the need for development and the need to protect existing habitats and species which contribute to the general biodiversity of the County Borough. It is the aim of Policy DNP6 to achieve that balance between the location, design, and layout of development or redevelopment, and the need to conserve that site's biodiversity interest, whilst also taking into account the interests of any adjacent nature conservation resources. 5.5.40 The Bridgend County Borough Local Biodiversity Action Plan (Biodiversity and Ecosystem Services Assessment and Revision 2014) maps the existing ecological network and also identifies locations where ecological connectivity has the potential to be enhanced. Development proposals must achieve biodiversity net gain or ecological enhancement through implementing a range of opportunities as identified within the Action Plan. Included in the Assessment is "Merthyr Mawr Farmland, Warren and Coastline". This stretches inland as far as the A48 by Laleston at the far west end to include the majority of PLA2(2) at the Eastern end. "pipistrelle, lesser horseshoe bats and hazel dormice have been recorded in this area", it goes on to note "Risks to notable habitats; Rinks include Urban encroachment south from Bridgend". Both PLA2(2) and COM1(2) lie within this area. The presence of a dense housing development at PLA2(2) next to the SINC is a severe threat to its value for wildlife. There is simply not enough space to provide for the wellbeing/recreation requirements of a dense housing developments and also for the space and relative peace required by the ecosystem of the SINC to flourish. 5.5.6 of the LDP states "To comply with the Environment (Wales) Act 2016 (Section of Duty) the LDP strategy will seek to enhance the biodiversity and resilience of the County Boroughs ecosystems through native</p>		<p>submission of reserved matters and the commencement of development. The final approval of reserved matters was issued on 12th June 2015.</p> <p>The Outline planning permission included approval for the construction of a new traffic light controlled junction on the A48 that would serve as the primary access to the development site. The road construction would however pass through an area of local ecological value – the Island Farm Prisoner of War Camp Site of Importance for Nature Conservation (SINC). Under the Conservation and Habitats and Species Regulation 2010, a conditional European Protected Species Licence was issued. In order to comply with the licence and to prevent the new access road from fragmenting the dormice population, the developer proposed to construct and plant the approved 'Green Bridge'. However, access to the site could not be formed from the A48 until the Green Bridge had been established. Under a non-material amendment to the outline planning permission and application P/17/29/FUL, the Council consented a temporary construction access from Ewenny Road/New Inn Road to allow a sequence of 'enabling works' that had been approved under P/14/354/RES and P/14/824/RES. These 'enabling works' are described as:</p> <ul style="list-style-type: none"> • The setting up of the site facilities via Island Farm Lane and New Inn Road to provide the site facilities and temporary internal roads for the delivery of earth moving plant to the site; • Undertaking earthworks to form a plateau for the Tennis Centre; • Undertaking the earthworks, drainage works and form the sub base to the internal access road working from the boundary adjacent to the interconnecting spur with the adjacent Technology Drive; • Break through the boundary hedgerow and construct the proposed road link between the Island Farm site access road and Technology Drive. Install the incoming services infrastructure that will access the site via Island Farm Lane. Construction access herein to be via Technology Drive; <p>The aforementioned works were commenced in July 2017 in accordance with the above consents and the details agreed in relation to the pre-commencement planning conditions. Under the definitions within the planning obligation, the aforementioned works constituted a 'commencement of development' triggering a number of obligations in relation to highway works. A deed of variation to the original agreement was signed on 11th October 2018 which reconciled the enabling works (phase 0) with the original obligation. On the basis of the above, the 'enabling works' constituted a material operation and a lawful commencement of reserved matters consents P/14/354/RES and P/14/824/RES. The works have not been completed but the Council's opinion is that the permissions are extant.</p> <p>Notwithstanding the extant planning permission, based on the revised mix of uses now proposed on the site, there is considered to be an overriding need for the development. Re-allocation of this site will enable accommodation of sustainable growth enshrined in placemaking principles, deliver affordable housing in the highest need part of the County Borough and enable delivery of two schools on the site, including relocation of Heronsbridge Special School. It will also enrich active travel and green infrastructure networks within Bridgend through creation of a 'green lung' that will connect the site to the Town Centre via Newbridge Fields. Development of this edge of settlement site would accord with the Preferred Strategy, channel growth to the Primary Key Settlement of the County Borough and make a significant contribution to the housing need identified in the LHMA. The site promoter has also provided extensive supporting information to evidence the site is both viable and deliverable.</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A final masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner. This will need to demonstrate how the development will create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape, SINC, adjacent Grade II* listed Merthyr Mawr House, existing housing clusters, community</p>
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<p>species landscaping and careful location of development..... Only in exceptional circumstances, where it is in the public interest, will new development be located where it may have adverse impact on sites designated for their importance for nature conservation. The Council questions the exceptional circumstances and the public interest that necessitate development on PLA1(2) and COM1(2). DNP6: Biodiversity, Ecological Networks, Habitats and Species; All development proposals must contribute to biodiversity net gain and improved ecosystem resilience.... Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species. Development proposals that result in an adverse effect on the connectivity of biodiversity and ecological networks and/or have a significant adverse effect on the resilience of protected habitats and species will only be permitted where: 1) The need for development outweighs the nature conservation importance of the site; 2) It can be demonstrated that there is no satisfactory alternative location for the development which avoids nature conservation impacts. It is argued that the need for development does not outweigh the nature conservation of the site simply because it is said to be so. The caveat might be used simply to deflect criticism of the inclusion of both PLA2(2), as well COM1(2), the latter of which largely comprises "semi natural woodland and wetland network". Regarding PLA2(2), it is argued that to protect the ecosystem of a vulnerable SINC into the future is simply not possible through mitigations in the face of a development of the density and proximity proposed.</p>		<p>facilities, Active Travel Networks and public transport facilities. An illustrative masterplan will also be included in the final version of the Replacement LDP to enable all parties to understand how the site will be developed in broad terms, including proposed land uses, access, infrastructure requirements, constraints and areas of protection. This masterplan will clearly identify the location of the SINC in the context of the wider allocation.</p> <p>Ecological mitigation measures already implemented</p> <p>As part of the existing consent, a mitigation strategy was produced in 2009 to offset the impacts of the development. It was proposed that the SINC and south west field would become a wildlife conservation area within the new development. Surveys at the site found dormice <i>Muscardinus avellanarius</i> to be present, both within the woodland and scrub in the SINC and in the hedgerows of the agricultural fields. These areas are also known to be used by bats for foraging and commuting purposes, and the SINC area contains a roost site for lesser horseshoe bats <i>Rhinolophus hipposideros</i> and brown long-eared bats <i>Plecotus auritus</i>.</p> <p>As part of the development process some areas of these habitats were to be lost, and modification to the remaining areas due to the impacts of the development, including noise and light spillage. Part of the mitigation strategy to counter these losses included the creation of new habitats suitable for the relevant species. As such, habitat design was guided by the requirements of the protected species of which had the potential to utilise the site. In addition to dormice and bats, a further condition of the existing consent required the habitat requirements of Great Crested Newts <i>Triturus cristatus</i> to be taken into account.</p> <p>The habitat design for the consented scheme included:</p> <ul style="list-style-type: none"> • Tree and Scrub Planting: translocation and planting new trees and scrub in the south-west field, providing an alternative for displaced animals, including dormice, bats, and shelter for reptiles and amphibians. • Hedgerow Enhancement: enhancement and translocation of hedgerows from the centre of the site to the eastern site boundary has been undertaken, to create continuous hedge lines which help to buffer the expanded SINC site, and to filter out noise and light from development. Additionally, it provides a continuous flight line for bats and allow dormice to disperse more easily along the hedgerows. • Bat Roosting Building: a purpose-built bat roost building has been constructed within the south-west field, providing a suitable roost site for both lesser horseshoe and brown long-eared bats, which have both been found roosting in the old hut within the SINC. The building was constructed on the lesser horseshoe key flight line to enable them to rapidly locate it, and also be close to good feeding habitats on the Merthyr Mawr and the River Ogmore. • Dormouse Nest Boxes: 35 dormouse nest boxes placed within the field, to provide shelter for dormice that are to be displaced from other areas of the site. Placed within the north-east and south-east hedgerows, at approximately 10m interval. • Pond creation: two new ponds have been created within the south-west field, with the primary aim of providing habitat for Great Crested Newts. • Grassland Creation: rough grassland created around the pond to mitigate loss of existing grassland. <p>Proposed mitigation</p> <p>As part of the proposed development of Strategic Allocation PLA2: Land South of Bridgend (Island Farm), an ecological appraisal of the site has been prepared by Ethos Environmental Planning in order to:</p> <ul style="list-style-type: none"> • To establish baseline ecological conditions and determine the importance of ecological features present within the specified area; • To identify the existing habitats on site; • To identify the potential for protected species; • To identify if any further surveys are required with regards to protected habitats or species; and • To identify any key ecological constraints and make recommendations for design options to avoid significant effects on important ecological features/ resources.
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Great crested newt

The previous surveys assessed the ponds to be unsuitable for great crested newt (GCN) and that GCN were absent from the site. Since then, it is understood that the previously surveyed ponds have been removed and new wildlife ponds created in the south-west of the main site area. The two water bodies identified during the walkover had relatively low water levels and limited aquatic vegetation. The current proposals indicate the retention and protection of the ponds. Nevertheless, they could provide suitable breeding habitat for amphibians and it is recommended that a Habitat Suitability Index of each of the ponds within 500m of the development site to inform detailed planning application.

Birds

There was a mix of permanent pasture and arable land providing suitable habitat for farmland birds. Also, the hedgerows and their margins within the fields was assessed to provide potential habitat for ground nesting birds. The woodland, hedgerows, scrub and scattered trees were assessed to have high potential for breeding birds. Evidence of barn owl was found in a stable in the south-east of the site. Further surveys for breeding birds have been recommended within section 5 to inform detailed proposals for the site.

Bats

The previous surveys identified roosting lesser horseshoe and brown long-eared bats within Hut 9 in the woodland in the SINC. Since the previous surveys were undertaken, a dedicated bat roost has been created in the south-west of the main site. Additionally, the built structures within the Craig-Y-Parcau area were in extremely poor structural condition and a wide range of bat roosting features were visible for the external walkover. They were assessed to hold high potential for roosting bats. Therefore, it was assessed that an updated assessment of the structures should be undertaken to assess their status for roosting bats. Additionally, emergence/re-entry surveys are recommended. The habitats within both sites contained woodland and hedgerows, offering potential commuting, foraging and roosting habitats for bats may provide potential commuting and foraging habitats for bats. A number of mature trees were also noted which could have potential roosting features for bats.

Badgers

The habitats on site were comprised of woodland, grassland and arable land which have potential to support badgers. However, it should be noted that the previous survey identified badgers to be absent from the site.

Reptiles

Much of the site was comprised of arable land and agriculturally intensified grassland providing negligible potential for reptiles. The key features were assessed to be the sections of grassland and scrub located at the woodland edges. The site was comprised of common and widespread habitats providing low potential habitats for invertebrates. No detailed surveys will be required.

SINC Review

A SINC review undertaken by the Wildlife Trust indicates that the on-site SINC does not appear to have changed significantly since 2011's survey and therefore still qualifies as a SINC. The small section of woodland in the field to the south-east is worth removing from the citation as it is isolated and does not appear to add to the site's value. The woodland varies in quality but appears to offer habitat for dormice and bats and there are numerous woodland indicator species. The grassland is not particularly species-rich but adds to the site as a whole. The site suffers from antisocial behaviour including fly-tipping, frequent drug use and signs of semi-permanent habitation that is detrimental to the biodiversity of the site.

The review recommended that dormouse tubes are replaced and monitored and that antisocial activities are reduced where feasible. Although the grassland areas are not very diverse they add to the diversity of the site and some scrub control to stop their loss is recommended though not a priority.

			<p>Overall PPW identifies SINC's as local non-statutory protected sites of which carry less weight than statutory designations, however it is acknowledged that they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection. As such, the Masterplan relating to allocation PLA2: Land South of Bridgend (Island Farm) has included a number of measures to address previously identified ecological constraints including the retention of the majority of the SINC and protection of the artificial bat roost and hedgerows. Furthermore, the masterplan for Island Farm has indicated the retention of SINC land within the site boundary, with the exception of the access road from the A48. Areas of ecological value are proposed for retention including existing sink holes; which offer value for a range of invertebrates, and an ecological enhancement area located in the south-western field; previously enhanced for ecology in relation to the 2008 sports village application. The masterplan also indicates retention of continuous green areas to ensure a continued network of green and blue infrastructure.</p> <p>Further work and surveys are to be undertaken from an ecological perspective in line with the recommendations of the ecological report. However, there were no 'show-stoppers' found at this stage, with appropriate mitigation measures available to ensure that the development of the site is acceptable and any related impacts can be minimised.</p> <p>NRW support the commitment for the future development of the site to follow a Green Infrastructure led approach so that the mixture of uses will be fully integrated and designed around the SINC.</p> <p>Overall, the site has an extensive planning history which has demonstrated that the site can be developed in an ecologically sensitive way through careful scheme design and the use of mitigation measures. Policy PLA2 will ensure that the proposed uses through outlined development requirements are fully integrated into the future development of site.</p>
1233	<p>Agree with the above concepts but please ensure that the increase of walking & cycling routes includes disabled usage, and does not cause other vulnerable road users (eg HORSE-RIDERS) to be further disadvantaged.</p>	<p>Concerns in relation to walking and cycling routes specifically in relation to vulnerable road users.</p>	<p>Comment/Supported noted. The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>The Replacement LDP seeks to promote connectivity for all by maximising opportunities for active travel routes, including those contained within Existing Route Maps and future proposals detailed within the Active Travel Network Maps (See Appendix 29). Well-connected developments will assist in promoting the improvement of health and wellbeing by encouraging people to adopt healthier and active lifestyles, whilst also contributing to the creation of a successful place. The routes and proposals shown on the Active Travel Integrated Network Maps are indicative alignments that may be subject to change as routes are further developed. The development and delivery of the proposals shown on the INM will be dependent upon the availability of funding. It is not felt necessary to indicate all existing cycle routes the proposals map.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore, a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The</p>

			<p>technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore, Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p>
65	<p>I would be very grateful if my comments could be included as part of the consultation for the Local Development Plan for 2018 -2033. In writing this consultation response, I have reserved my comments to concentrate on the impact the refreshed plan will have on the Ynysawdre ward and surrounding communities. In essence, the impact the plan will have on the Valleys Gateway area. The part 1 of my response concentrates on the strategic impact the plan will have on the Valleys Gateway area. Part 2 of my response concentrates on specific items within the plan.</p> <p>Part 1. The acknowledgement that housing development is at full capacity in the Valleys Gateway area I welcome the acknowledgement that the planning authority recognise that housing development is at full capacity within the Valleys Gateway area. However, this statement concerns me on several factors:</p> <ul style="list-style-type: none"> • The demand for affordable or social housing in the local area far outweighs supply. I would hope that for even small units of development, affordable housing will be given a far greater priority. <p>There has been a missed opportunity to tackle the severe shortfall in medical services particularly primary care for doctor's surgeries and dental services. These services must be addressed as an urgent priority.</p>	<p>Concerns in relation to affordable and social housing, shortfall in medical services.</p>	<p>Comment/ support noted. In relation to affordable housing, the Council has prepared an updated Local Housing Market Assessment (LHMA) for the County Borough (See Appendix 23). This assessment has informed the Replacement LDP to ensure the plan will provide an appropriate contribution to affordable housing provision, through viable thresholds and proportions.</p> <p>While additional affordable housing is needed throughout the County Borough, this varies by Housing Market Area in terms of quantity and type, with Bridgend having been identified as the highest housing need area. This evidence, combined with the Settlement Assessment (See Appendix 19) and Spatial Strategy Options (See Appendix 43) Background Paper, informed the classification of Bridgend as the Primary Key Settlement within the Settlement Hierarchy and the primary focus for sustainable growth. Equally, the LHMA identified high need within and informed classification of the other Main Settlements in the Strategy (including Pencoed, Porthcawl and the grouped settlement of Pyle, Kenfig Hill and North Cornelly), along with moderate need in Maesteg. The Spatial Strategy has therefore been developed to maximise affordable housing delivery in high housing need areas.</p> <p>The LDP is one significant means of addressing this shortfall, although it must be recognised that its policies and allocations are not the only mechanism to deliver affordable housing. The Plan-Wide Viability Assessment (2021) (See Appendix 32) was therefore prepared to determine the extent to which the LDP can contribute to the need identified for affordable housing across the County Borough over the plan period. The Assessment considered the broad levels of development viability across the County Borough's seven Housing Market Areas as identified within the LHMA and was supplemented with site specific viability testing for those sites key to delivery of the Plan. This process informed the contribution that sites (within different market areas) can make to the delivery of infrastructure, affordable housing and other policy requirements. These requirements are reflected in Development Management Policy COM3.</p> <p>During the plan period, development proposals within the LDP are expected to deliver a total of 1,977 affordable dwellings across the County Borough in order to contribute to the level of housing need identified by the LHMA. The remaining need for affordable housing (identified in the LHMA) will need to be delivered through a range of other mechanisms. These mechanisms include capital grant funding (Social Housing Grant or otherwise), self-funded Registered Social Landlord developments, private sector leasing schemes, re-utilisation of empty homes and re-configuration of existing stock. However, these mechanisms are outside the scope of the LDP itself, especially considering that past availability of capital funding (notably Social Housing Grant) does not provide a robust indication of the future availability of funding over the life of the LDP.</p> <p>In terms of GP surgeries, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision.</p> <p>As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP.</p>

<p>The impact development will have on the Valleys gate way from Pyle and the Llynfi valley When considering the indirect impact that the LDP would have on the YCC area it was noted that any proposed significant residential developments in Pyle, Maesteg and LLangynwyd would have a significant effect on an area which BCBC has already acknowledged within the LDP already has major capacity issues when looking at the access to the M4 corridor at J36.</p> <ul style="list-style-type: none"> • South of Pont Rhyd-y-Cyff – A southern extension of the village, which BCBC estimates could accommodate up to 500 new homes and acknowledges there would need to be improvements to road safety for pedestrians and cyclists. • Maesteg Washery – Land to the north-west of Maesteg Comprehensive, which could be used for 135 new homes as a “natural expansion of the town”. • Former Revlon/Cosi factory, Ewenny Road, Maesteg – Outline planning consent has already been granted for a mixed-use development of business units, retail, leisure and up to 150 new homes. A full flood impact assessment is needed. 	<p>Concerns in relation to increased traffic levels and capacity issue to the M4 corridor at 36.</p>	<p>Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend’s historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>The Strategy recognises the need to deliver wider regenerative benefits to Valleys communities at a scale which acknowledges their infrastructure capacity, topography and geographical constraints. Therefore, Maesteg and the Llynfi Valley is allocated as a Regeneration Growth Area, reflecting the fact that it demonstrates the largest capacity to accommodate regeneration-led growth within the Valleys communities. There are individual sites (See Policy COM1(R1-R3)) within this area that already have the benefit of planning permission or are the subject of development briefs or master planning exercises to facilitate their delivery and regeneration. A substantial number of these sites are also brownfield or are under-utilised, whilst also being aligned to transport hubs, thereby demonstrating high credentials in terms of sustainable development and placemaking. However, it is acknowledged that some will require longer lead-in times, preparatory remediation-based enabling works and more detailed strategies to facilitate delivery. These sites will therefore be considered as ‘bonus sites’ and will not be counted as part of the immediate housing land supply, although the Council remains committed to their redevelopment through their allocation as long-term Regeneration Sites.</p> <p>The local settlement of Pont rhyd y cyff is sustainably located on the edge of the Regeneration Growth Area of Maesteg and Upper Llynfi Valley. Whilst there are a number of large regeneration sites in the Maesteg and surrounding parts of the Llynfi Valley that could accommodate mixed used development, these sites possess several constraints that need to be overcome. Extension to the settlement boundary of Pont rhyd y cyff would enable viable sustainable development with close proximity and accessible active travel links to the town centre of Maesteg, providing access to a wide range of facilities, services and key transport infrastructure e.g. Garth railway station. Development in this location would also foster closer integration between Ysgol Gyfun Gymraeg Llangynwyd and the settlement of Pont rhyd y cyff.</p>
<p>The LDP acknowledges all of the proposed Llynfi valley developments will require a full transport assessment as part of proposals to improve the Tondu junction and Junction 36 of the M4. It mentions in the LDP of - 'Unspecified improvements to the A4063 between Tondu and Maesteg'. This suggests that BCBC recognises this road is at capacity but has no idea how to resolve it. The extra volume of HGV traffic from WEPA when their expansion is complete, along with further developments along the route, will punish the</p>	<p>Concerns in relation to traffic and capacity issue on Tondu junction and Junction 36 of the M4.</p>	<p>The Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore, a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The</p>

<p>homeowners in both Tondu and Coytrahen with excessive noise and air pollution.</p> <p>We also feel a lack of consideration has been given to the provision of medical facilities, adequate school places, green spaces and access to public transport! This leads us to question how this LDP fits with BCBC's promotion of improving the environment and people's health and well-being?</p>	<p>Concerns in relation to medical facilities, schools, green spaces, access to public transport and peoples health and well being.</p>	<p>technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>With specific reference to Maesteg, Policy PLA8 (10) acknowledges that there are significant constraints along the A4063 between Sarn and Maesteg which generate capacity and safety concerns. Appropriate improvements to address these concerns will continue to be pursued and secured through the use of Highway and Planning Agreements where they relate to the impact of new development. Furthermore, strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Policy PLA8 (3) identifies a need to improve the capacity of the Maesteg to Bridgend railway line to encourage more trips to be made by public transport. Background Paper 13 – Rail Commuter Trips and Infrastructure (See Appendix 53) highlights that Transport for Wales have already introduced refurbished trains on this route, greatly increasing passenger capacity. TfW have further plans to introduce brand new trains in December 2022, with particular emphasis on allowing more room for bikes and pushchairs. In addition, feasibility work is already well progressed to explore the potential of increasing service frequency on the line.</p> <p>In terms of the provision of GP surgeries and medical facilities, the Council has engaged with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>In terms of infrastructure, policies PLA1-PLA5 (See Deposit Plan – Page 62) details the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
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	<p>Councillor Tim Thomas BCBC County Borough Councillor for Ynysawdre Response to LDP I have reservations about the Land southeast of Pyle (everything between the railway and the M4) potentially accommodating 2,000 new homes (15% affordable), two primary schools, a new local retail centre, a foot/cycle bridge over the railway linking to Pyle and 8 hectares of open space, which is bound to impact on the surrounding areas. Accordingly, I would welcome consultation on these issues.</p> <p>Part 2. Proposed gypsy and traveller site in Bryncethin After consulting with many local people and acknowledging the Welsh Government's legal framework to house gypsy and travellers, I oppose this proposal for this site. I am opposing this proposal on the grounds that this site has been retained for much needed leisure and community use. I have supported Bryncethin RFC's application for the site to be used for playing fields and leisure purposes. Furthermore, I have reservations for the site's proposed use as I believe the access to the site is insufficient and the adverse impact the proposal could have on the local character</p>	<p>Reservation to the proposed development on land southeast of Pyle.</p> <p>Objection/ suggestion for the proposed gypsy and travellers' site in Bryncethin.</p>	<p>The Replacement LDP has been prepared in line with the Well-Being of Future Generations Act of which places a duty on public bodies to carry out sustainable development. The LDP Vision has been developed to take into account the 7 Well-being Goals and Bridgend's Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. Background Paper 10 (See Appendix 50) demonstrates that the Replacement LDP assists in the delivery of the 7 Well-being Goals.</p> <p>The Replacement LDP has also been prepared in line with Bridgend Public Service Board Well-being Plan objectives. The Bridgend Well-being Plan outlines the things that Bridgend Public Service Board will work together on over the next five years; our wellbeing objectives and steps, and how we want Bridgend to look in 10 years' time. Background Paper 9 (See Appendix 49) demonstrates that the Replacement LDP assists in the delivery of the local well-being plan.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and a new Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>Comment noted. It is a Welsh Government requirement for all Local Authorities to undertake a Gypsy and Traveller Accommodation Assessment the Housing (Wales) Act 2014 places a legal duty on the Council to meet any identified Gypsy and Traveller accommodation needs. These needs have to be considered as part of the Replacement LDP process and the plan to propose sites to meet any identified need to comply with statutory legislation.</p>
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<p>of the area, amenities, and housing. I have discussed the proposal at length with planning officers, and I am further concerned that waste and recycling conditions have still not been finalised. In acknowledging the legal requirement to house gypsy and travel communities, I have provided two alternative locations. The first is the former BCBC dog shelter which can be located by taking a right from the Mason's pub towards Heol yr Cyw and situated on the left. If this is still BCBC land this appears to be a good possibility. The second is just before Bettws and is an additional former dog shelter for BCBC just about Bettws Road and next to Bryngarw. I would be very grateful for comments on their suitability.</p>		<p>Furthermore, please see Appendix 58 – Background Paper 18: Gypsy and Traveller Site Options for details of the site search sequence undertaken to identify suitable sites to meet the accommodation needs identified in the Gypsy and Traveller Accommodation Assessment (See Appendix 28). This was carried out in accordance with Circular 005/2018 and other relevant national and local policy.</p>
<p>Commercial use of former Glan yr Nant care home, Heol yr Ysgol, Tondu I am supportive of the proposal. However, given the site is near a secondary school. I would hope that any commercial use would not be contrary to ensuring local school children's health and well-being is not compromised. I would therefore be grateful for further clarification on what sort of commercial use would be considered at the site.</p>	<p>Support and comment on Commercial use of former Glan yr Nant care home, Heol yr Ysgol, Tondu</p>	<p>In terms of health and well-being, The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Replacement LDP has been prepared in line with the Well-Being of Future Generations Act of which places a duty on public bodies to carry out sustainable development. The LDP Vision has been developed to take into account the 7 Well-being Goals and Bridgend's Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. Background Paper 10 (See Appendix 50) demonstrates that the Replacement LDP assists in the delivery of the 7 Well-being Goals.</p> <p>The Replacement LDP has also been prepared in line with Bridgend Public Service Board Well-being Plan objectives. The Bridgend Well-being Plan outlines the things that Bridgend Public Service Board will work together on over the next five years; our wellbeing objectives and steps, and how we want Bridgend to look in 10 years' time. Background Paper 9 (See Appendix 49) demonstrates that the Replacement LDP assists in the delivery of the local well-being plan.</p>
<p>Commercial use and extension of Sarn service area I am supportive of the proposal pending what sort of extended commercial use will be considered. Given that sadly there has been several tragic and fatal accidents on the Sarn by pass near the service station, if increased commercial use was expanded at the site, it would be safe to say that increased pedestrian footfall could emerge. Therefore, I would be grateful if increased road safety measures could be added in lieu of the development. Thank you for the opportunity to express my opinions in this</p>	<p>Comment in relation to Commercial use and extension of Sarn service area.</p>	<p>In terms of type of commercial use for a site, it is out of the scope of the LDP to provide detail of the type of commercial use for a site, although the LDP has allocated land for different business uses. Policy ENT1 supports SP11 by allocating new employment land for development. Policy ENT2 supports SP11 by safeguarding the employment function of existing business and employment sites. This will enable a range of different sites to come forward.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p>

	consultation. I look forward to engaging with colleagues as the plan progresses.		Furthermore, Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).
51	N/A	No changes proposed.	Comments noted.
627	<p>I hereby object to the above proposal, and ask for this site to be deleted from the final LDP, because of its historical importance to the local community. If it were ever financially possible to investigate the archaeology of this area it is possible that the medieval remains would provide a Faith tourism project that would greatly add to the County Borough by providing direct employment and income generation into existing businesses. Both of these ambitions are noted within the LDP for Bridgend. The following provides a general description of the Scheduled Ancient Monument from the CADW website: The remains of what is know locally as Llangewyd Church and Churchyard (SS875809) is a scheduled ancient monument, the remains of St Cewydd's Church built in 11 century and believed to have been demolished by Cistercian monks in the 13 century. CADW reference number GM237 designated on 27 October 1955. The monument comprises the remains of a church and churchyard probably dating to the medieval period. Churchyard: area of about 1.5 acres bounded on west and north-west by a wall (now a field wall) and on north-east, east and south by a low bank c.7m broad x 0.60m high, with a gap in the south-east corner. On the south side, on the line of the bank and 3m apart, are two stones 1.8m high. (At the roadside, near the gate of the field is the base of a cross.) Church: bank c. 30m x 7.30m, 0.30-0.60m high in south half of the churchyard. Ground falls away to the north. Projection to the north at the east end makes the mound rather L-shaped. The monument is of national importance for its potential to enhance our knowledge</p>	<p>Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.</p>	<p>The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed</p>

<p>of medieval ecclesiastical organisation. The monument forms an important element within the wider medieval context and the structure itself may be expected to contain archaeological information in regard to chronology, building techniques and functional detail. The scheduled area comprises the remains described and areas around them within which related evidence may be expected to survive. Some historians think that the remains of the 11th Century church were actually built on the foundations of an even older church. Inscribed stones have been found in the fields where the development is planned and are in storage in Cardiff Museum. At least one upright stone can still be found in the hedgerow surrounding the 'Circus Field', others may survive. You can clearly see a medieval pilgrim marker base stone on Laleston crossroads, next to the 'Circus Field' where LCC has installed an interpretation board. Also, as this area is a known medieval pilgrim route, the hedgerows themselves are equally as old and deserve to be protected. I firmly believe that the significance of the settlement at Llangewydd adds greatly to our understanding of the development of our farming landscape. In particular it adds to our knowledge about the Cistercian religious order. Further information about the history of Laleston can be found at: https://lalestoncommunitycouncil.gov.uk and the details of the Laleston Stone Trail are available here: https://adobeindd.com/view/publications/91d158b9-1da1-4c83-a562-cdd77cc61f23/7dt7/publication-web-resources/image/lalestonStonesLeaflet-outside.png After WW2 aerial photographs also point to there being evidence of a Roman settlement bordered by the communities of Llangewydd, Laleston and Penyfai. This needs archaeological investigation. If development is to be permitted, the community needs to be assured that a full professional archaeological exploration of</p>		<p>appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrates the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive components within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in the Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site</p>
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<p>the site will be part of the conditions of development before any work is allowed to commence. Laleston Community Council would also prefer that any excavation involving the local community. Laleston Community Council has already experienced a young and inexperienced member of staff from a developers try to attend a council meeting to tell us all about their proposals. One of my fears is that a local land owner could offer his land to such an individual for turning/parking lorries or dumping spoil from the site right on top of what remains of our ancient monument. The damage would be done and no amount of financial compensation would put this right. In addition I would add my name to the following objections: Further housing is not necessary at this location. An evidence-based case has not been made. The West of Bridgend area has been the site of some 3000 new houses in recent years. This is already a disproportionate amount. It would be bad planning to add a further 850 houses to this area. To make this delicate site profitable, even so-called "affordable" housing would be beyond the means of most young persons. Infrastructure is not in place to support further development. The local comprehensive school, for example, has not yet caught up with the housebuilding of the previous decade. The viability of further expansion of Bryntirion Comprehensive School is very doubtful due to road access constraints. Section 106 contributions from a developer would therefore be futile for this purpose. Sending children from the proposed site to other comprehensive schools would violate the local place making principles stated in the draft LDP. Other aspects of infrastructure including sewerage, drainage, NHS services, etc. have not been anywhere nearly adequately addressed. Further along the A473, air quality testing in Park Street reveals it to be one of the most polluted locations in the county. Generating more traffic to use the A473 violates the sustainable</p>		<p>allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.</p> <p>Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach to potential landscape and visual opportunities and constraints.</p> <p>The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site. However, the embedded mitigation and the approach to design is considered to minimise adverse effects over time as the proposed landscape establishes and overall the predicted effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site. The appraisal included a review of national and local policy, landscape character and visual amenity. The appraisal included assessment of the National Landscape Character Assessment (NLCA), LANDMAP, and Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) in addition to an on-site</p>
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<p>development principles contained in the draft LDP. Further road traffic would also put further strain on the A473 junctions with Elm Crescent and Heol y Nant, the traffic lights at Bryngolau, and the A48 Broadlands roundabout, which is already strained for capacity. The site would coalesce the community boundaries of Bryntirion and Laleston, contrary to good planning principles. The site has an inherently rural aspect, It forms a green wedge bordering a ward that is officially rural, and a ward that is officially urban. The overall effect would be the urbanisation of the entire district. Urbanisation would violate the council's objective of maintaining and enhancing the natural resources and biodiversity of the county borough. This green wedge is the location of the Laleston Stones Trail, and the Bridgend Circular Walk, and is a field, woodland and hedgerow system with an historical heritage. Llangewydd Road and its surrounding lane network have been identified by historians as a pre-historic ridgeway, a medieval pilgrims' way, Ffordd y Gyfraith ("The Way of the Law"), and a drovers' road. There is a strong possibility of Roman and Celtic archaeology on site. The proposed site is criss-crossed by public rights of way which have been conscientiously maintained by the Community Council and which are highly valued by local people and visitors. Urbanising them would create a miserable aspect, which the developer's proposals for "corridors" would not mitigate. Developers would leave the site transferring corridor maintenance costs onto the community. No evidence has been produced to show that the commercial benefits of building at this location would more than outweigh the loss of positive social value of the site in its current condition. Overall, there would be a severe loss of visual, social and public amenity. The loss of the rich and diverse flora and fauna of the woodland, fields and hedgerows is not justified by any commercial benefit from this development.</p>		<p>assessment. The appraisal confirms that the site relates well both in landscape and visual terms to the existing landscape and settlement, and that the site represents a logical extension to Bryntirion provided a considered design is sensitive to the site's existing characteristics. The design appraised responds sensitively to assets on site such as the Bridgend Circular Walk, the byway, the hedgerow network and vegetated site boundaries. As such the proposals put forward at this stage are considered to be a thoughtful and easily assimilated future development of this site.</p> <p>Mitigation measures include:</p> <ul style="list-style-type: none"> • The Laleston Meadows SINC would be brought into regular long-term management. This would protect the visual amenity and landscape character of this northern part of the site. A landscape buffer would set development back from the SINC, and dwellings would front onto it. The SINC could be used as a mitigation receptor site (in ecological terms) and the grazed fields currently within the SINC could be improved by the proposals as well as maintained in the long term. The SINC offers a great opportunity for informal and natural play on site provided increased public access would not clash with its ecological function; • The site contains very few of the key characteristics listed in the published documents on Laleston SLA. The site has a strong network of hedgerows, some which would be lost and the field pattern replaced by urban form. However, the retained hedgerows and trees would be protected by landscape buffers and some of the character of the SLA within which the site lies would be retained; • Provision of structural landscaping, a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. Areas of open space would be bolstered by considered structural planting to create an aesthetically pleasing urban development which is well integrated with the proposed landscape strategy and the settled landscape character currently experienced in the local area; • Retention of existing landscape features (hedgerows and trees) is a priority of the emerging proposals as it forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site; • Adequate replacement planting of local species in appropriate locations to compensate for any loss of trees and hedgerows, and enhancement planting; and • The location of public open space, public footpaths and the street-alignment has been designed to protect and reflect local character. <p>Through consideration of the findings above, it is anticipated that any notable landscape and visual effects resulting from the addition of the proposed scheme would be localised in extent and contained within a c.400m radius of the site, despite the site's relatively open character.</p> <p>Overall it is considered that the masterplan framework proposed for the site has been sensitively designed through a landscape and ecology-led approach, with appropriate incorporation of mitigation measures in order to address concerns of the site in relation to landscape and visual matters. As such, the promotion of this site for residential development should be considered an acceptable extension to the existing settlement of Bryntirion which would not cause significant or wide-ranging adverse effects upon its surrounding landscape context.</p> <p>Policy PLA3 will ensure that the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through the inclusion of mitigation measures and provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must also not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape.</p>
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<p>This urbanisation would create an undesirable precedent for further urbanisation to south, north and west. It would move the built-up area's boundary, making further greenfield development difficult to resist. This would cause further coalescence, with Broadlands to the south, Penyfai to the north, and towards Pyle in the west. The proposal to close Llangewydd Road to vehicular traffic is undesirable and disingenuous. Undesirable because this lane is already a popular walking and cycling route, and vehicular traffic coexists without difficulty on this stretch. Alternative vehicle movements, along the lane north from the A473 at Crossways, towards the Old Church Field, as apparently recommended by the developer, would cause unacceptable conflict with walkers and cyclists. Alternative vehicle movements would not be equally convenient to any users of the lane network, and the unintended consequences could be severe. They have not been investigated. Disingenuous, because no evidence has been put forward to argue for the closure of Llangewydd Road. It is therefore reasonable to suggest that a credible motive for this closure is to eliminate Llangewydd Road as a "natural" boundary for the development. Removing vehicular traffic removes this boundary and leaves the way wide open to future applications for further housing development towards Penyfai, which planners would find difficult to resist. This would repeat the experience of Broadlands, where an initial development of only slightly larger size than this proposal grew from a new settlement measured in hundreds of dwellings to one now numbered in thousands. The inclusion of the Old Church Field (north of Llangewydd Road) in the proposal, while on the face of it a philanthropic measure, could in reality be a further indication of an ambition to expand this development further northwards. In a nutshell, this proposal</p>		<p>In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutorily and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.</p> <p>Given the combination of designated sites, it is concluded that any future planning submission will need to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC and its associated designated features will be retained. Furthermore, such retained features will be further protected from potential harm, damage and disturbance through the sensitive design of built development away from SINC boundaries and inclusion of suitable buffers.</p> <p>The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will provide substantial potential for a balanced provision of areas of informal public open space and wildlife zones. When linked with proposed POS and play areas across the developable site this will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during the development of adjacent land.</p> <p>An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include the native hedgerows delineating the northern boundary and internal field boundaries in addition to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered for their potential to support great crested newt.</p> <p>The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought to locate development across those habitats of predominantly limited ecological value whilst retaining boundary habitats as far as possible. Where retained, such features have been accommodated within proposed informal green space and sustainable transport links, which ultimately enhances connectivity throughout the Site and contributes to the wider green infrastructure resource.</p> <p>Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit predominantly species-poor or defunct), the site is considered to be of sufficient size and extent to enable future development proposals to flexibly avoid and/or mitigate for any significant ecological constraints and compensate where necessary. This will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.</p> <p>The report also highlights further detailed habitat and species surveys which are recommended to inform a planning application and ensure proposed mitigation is appropriate and proportional. These include a Dormouse survey, which was raised in comments received from NRW. Policy PLA3 will require the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. PLA3 will also require the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p>
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<p>puts the wrong type of development with the wrong type of houses in the wrong location. A case is not made and the proposal should be set aside and not progressed in the LDP.</p>		<p>Policy PLA3 will require development to incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Additionally, PLA3 requires 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With regards to education and comprehensive school provision, a contribution will be taken in accordance with the Education Facilities and Residential Development SPG and a decision will be made by the Local Education Authority as to how the sum will be utilised.</p> <p>In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site.</p> <p>With respect of drainage, the site promoter has prepared a high-level drainage strategic of which confirms that the site is located with DAM Zone A, which is used within Technical Advice Note 15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment (SCFA which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SFCA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.</p> <p>A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.</p> <p>In terms of the impacts on primary healthcare provision, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf</p>
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		<p>PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA3 prescribes a number of placemaking principles for Land West of Bridgend, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p> <p>The site promoter's Transport Assessment confirms that the traffic effect of 850 dwellings is forecast to be in the order of 269 and 243 two-way movements in the AM and PM peak hours respectively, although this is considered worst case as attitudinal change towards travel progresses. This quantum of trips equates to just over 4 vehicles per minute two-way, diluted across the local highway network. The assessment concludes that the development provides opportunities to create a new western edge to Bridgend in a self-sustaining site offering community facilities suitable for day to-day living. In this way, the transport case for mobility provides the options necessary to promote sustainable travel modes before the private vehicle. The design of the environment, the travel planning and the locational advantages, together with the Mobility Strategy means there is a major benefit for existing and new residents, significantly improving travel choice, for commuting,</p>
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			<p>leisure and social journeys and hence social inclusion. Working from home and from a third-place such as a non-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
1243	<p>In relation to PLA3 Land West of Bridgend, Locally known as the "Circus Field" (and surrounding) site I hereby object to the above proposal, and ask for this site to be deleted from the final LDP, on the following grounds. • The West of Bridgend area has been the site of some 3000 new houses in recent years. This is already a disproportionate amount. A further 850 house would coalesce the community boundaries of Bryntirion and Laleston, contrary to good planning principles and the statements made within the LDP. • Potentially the site could erode the boundary /wedge with Court Coleman and Newcastle Higher Ward as this urbanisation could create an undesirable precedent for further urbanisation to south, north and west. It would move the built-up area's boundary, making further greenfield development difficult to resist. This would cause further coalescence, with Broadlands to the south, Penyfai to the north, and towards Pyle in the west. • Even housing stock deemed as 'affordable housing'n this area would likely be beyond the means of most young persons due to the nature of the area. • Infrastructure is not in place and would be unable to cope. The local comprehensive school, for example, has not yet caught up with the housebuilding of the previous decade. The viability of further expansion of Bryntirion Comprehensive School is very doubtful due to road access constraints. Section 106 contributions from a developer would therefore be futile for this purpose. Sending children from the proposed site to other comprehensive schools would violate the local place making principles stated in the draft LDP. Other aspects of</p>	<p>Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.</p>	<p>The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's</p>

<p>infrastructure including sewerage, drainage, NHS services, etc. have not been anywhere nearly adequately addressed. • Further along the A473, air quality testing in Park Street reveals it to be one of the most polluted locations in the county. Generating more traffic to use the A473 violates the sustainable development principles contained in the draft LDP. • Further road traffic would also put further strain on the A473 junctions with Elm Crescent and Heol y Nant, the traffic lights at Bryngolau, and the A48 Broadlands roundabout, which is already strained for capacity. • The site forms a green wedge bordering a ward that is officially rural, and a ward that is officially urban. The overall effect would be the urbanisation of the entire district. Urbanisation would violate the council's objective of maintaining and enhancing the natural resources and biodiversity of the county borough. • This green wedge is the location of the Laleston Stones Trail, and the Bridgend Circular Walk, and is a field, woodland and hedgerow system with an historical heritage • The proposed site is crossed by public rights of way which have been conscientiously maintained by the Community Council and which are highly valued by local people and visitors. Proposals for "corridors" would not mitigate the impact and loss. Developers would leave the site transferring corridor maintenance costs onto the community. • No evidence has been produced to show that the commercial benefits of building at this location would more than outweigh the loss of positive social value of the site in its current condition. Overall, there would be a severe loss of visual, social and public amenity. • Park Street is known as an area that is struggling with pollution, exacerbated by the heavy traffic utilising that main road, this is of concern, as is the volume of traffic that will likely increase through the Cefn Glas lane through Pen y fai Village in the aim to bypass Park Street congestion and to access the M4. • The loss of the rich and diverse flora and fauna</p>		<p>deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each</p>
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<p>of the woodland, fields and hedgerows is not justified by any commercial benefit from this development. • The proposal to close Llangewydd Road to vehicular traffic is undesirable and disingenuous :-</p> <ul style="list-style-type: none"> o Undesirable because this lane is already a popular walking and cycling route, and vehicular traffic coexists without difficulty on this stretch. Alternative vehicle movements, along the lane north from the A473 at Crossways, towards the Old Church Field, as apparently recommended by the developer, would cause unacceptable conflict with walkers and cyclists. Alternative vehicle movements would not be equally convenient to any users of the lane network, and the unintended consequences could be severe. They have not been investigated. o Disingenuous, because no evidence has been put forward to argue for the closure of Llangewydd Road. It is therefore reasonable to suggest that a credible motive for this closure is to eliminate Llangewydd Road as a “natural” boundary for the development. Removing vehicular traffic removes this boundary and leaves the way wide open to future applications for further housing development towards Penyfai, which planners would find difficult to resist. This would repeat the experience of Broadlands, where an initial development of only slightly larger size than this proposal grew from a new settlement measured in hundreds of dwellings to one now numbered in thousands. The inclusion of the Old Church Field (north of Llangewydd Road) in the proposal, while on the face of it a philanthropic measure, could in reality be a further indication of an ambition to expand this development further northwards. 		<p>strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.</p> <p>Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach to potential landscape and visual opportunities and constraints.</p> <p>The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site. However, the embedded mitigation and the approach to design is considered to minimise adverse effects over time as the proposed landscape establishes and overall the predicted effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site.</p>
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		<p>safeguard landscape character whilst creating a sense of place. The development must also not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape.</p> <p>In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutory and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.</p> <p>Given the combination of designated sites, it is concluded that any future planning submission will need to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC and its associated designated features will be retained. Furthermore, such retained features will be further protected from potential harm, damage and disturbance through the sensitive design of built development away from SINC boundaries and inclusion of suitable buffers.</p> <p>The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will provide substantial potential for a balanced provision of areas of informal public open space and wildlife zones. When linked with proposed POS and play areas across the developable site this will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during the development of adjacent land.</p> <p>An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include the native hedgerows delineating the northern boundary and internal field boundaries in addition to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered for their potential to support great crested newt.</p> <p>The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought to locate development across those habitats of predominantly limited ecological value whilst retaining boundary habitats as far as possible. Where retained, such features have been accommodated within proposed informal green space and sustainable transport links, which ultimately enhances connectivity throughout the Site and contributes to the wider green infrastructure resource.</p> <p>Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit predominantly species-poor or defunct), the site is considered to be of sufficient size and extent to enable future development proposals to flexibly avoid and/or mitigate for any significant ecological constraints and compensate where necessary. This will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.</p> <p>The report also highlights further detailed habitat and species surveys which are recommended to inform a planning application and ensure proposed mitigation is appropriate and proportional. These include a Dormouse survey, which was raised in comments received from NRW. Policy PLA3 will require the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. PLA3 will also require the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and</p>
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		<p>maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p> <p>Policy PLA3 will require development to incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Additionally, PLA3 requires 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With regards to education and comprehensive school provision, a contribution will be taken in accordance with the Education Facilities and Residential Development SPG and a decision will be made by the Local Education Authority as to how the sum will be utilised.</p> <p>In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site.</p> <p>With respect of drainage, the site promoter has prepared a high-level drainage strategic of which confirms that the site is located with DAM Zone A, which is used within Technical Advice Note 15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment (SCFA which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SFCA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.</p> <p>A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding</p> <p>In terms of the impacts on primary healthcare provision, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other</p>
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			<p>consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>The site promoter commissioned Air Quality Consultants to undertake an Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic emissions arising from the additional traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations have been modelled for a number of worst-case receptors, representing existing properties where impacts are expected to be greatest. In addition, the impacts of traffic emissions from local roads on the air quality for future residents on the proposed development have been assessed.</p> <p>The assessment has demonstrated that concentrations of PM10 and PM2.5 will remain below the objectives at all existing receptors in 2022, with or without the proposed development, and that all impacts for these pollutants will be negligible.</p> <p>In the case of annual mean nitrogen dioxide, concentrations will remain below the objective at all but one existing receptor (representative of 6-8 homes) in 2022, with or without the proposed development. However, it is now considered unlikely that any new homes within the development will be occupied before 2024, by which time it would be reasonable to expect concentrations at these 8 homes to be below the objective. The assessment has demonstrated that the impacts in terms of annual mean nitrogen dioxide concentrations of the full development traffic being on the roads in 2022 will be negligible everywhere other than at this one receptor, where the impact under this scenario would be moderate adverse. However, bearing in mind that no new homes will be occupied before 2024, and the development is unlikely to be complete and thus generating its full traffic volumes until the 2030s, this scenario is unrealistically worst-case. Applying professional judgement, it is considered most likely that the actual impact of the development at these 8 homes will also be negligible in all years from the first occupation in 2024.</p> <p>The effects of local traffic on the air quality for future residents living in the proposed development have been shown to be acceptable at the worst-case locations assessed, with concentrations being well below the air quality objectives. As such, the overall operational air quality effects of the development are judged to be 'not significant'</p> <p>The proposed allocation is supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The Transport Assessment reflects the number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA3 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p>
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			<p>the options necessary to promote sustainable travel modes before the private vehicle. The design of the environment, the travel planning and the locational advantages, together with the Mobility Strategy means there is a major benefit for existing and new residents, significantly improving travel choice, for commuting, leisure and social journeys and hence social inclusion. Working from home and from a third-place such as a non-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
573	<p>Unbalanced development; pressure on infrastructure; alternatives. At a recent meeting between Laleston Community Councillors and planning officers, it was estimated that roughly 10,000 houses had been built in the county in recent years. Of those 10,000 over 3000 had been built within a two mile radius of the site PLA 3 (locally known as the "Circus Field"). This is already a severe case of over-intensification. All five of the so-called "strategic sites" in the deposit plan are in the Bridgend constituency, none in the Ogmore constituency. Four of the five are south of the M4 (it is only the "sine wave" shape of the M4 at Pyle that puts one site just to its north). The north-south imbalance occurs for alleged reasons which result from previous planning decisions, largely involving out-of-town shopping areas close to the M4. The decisions that have made a motorway junction (J.36) a destination in its own right, thus contributing to the disrupting of north-south traffic flows, and apparently making the north of the county a no-go area for developers, are historic and cannot now be rectified without major expenditure from Welsh Government level. However, the imminent danger of further imbalance in the vicinity of Site PLA3 can be tackled at county level. This can be achieved by the simple method of deleting the site from the draft LDP. Deletion would help BCBC to avoid violating its own place-making ambitions and policies. Other correspondents will have commented at length about various</p>	<p>Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.</p>	<p>Comments noted. Regarding potential gypsy and traveller site allocations, it is a Welsh Government requirement for all Local Authorities to undertake a Gypsy and Traveller Accommodation Assessment the Housing (Wales) Act 2014 places a legal duty on the Council to meet any identified Gypsy and Traveller accommodation needs. These needs have to be considered as part of the Replacement LDP process and the plan to propose sites to meet any identified need to comply with statutory legislation.</p> <p>The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables</p>

<p>infrastructure pressures. I will focus on just one. We are used to hearing that Bryntirion Comprehensive School is full. We have instances of families living within yards of the school who must send their children elsewhere. Recent and current housing developments have created a need for further spaces as shown here.</p> <p>Location - No.of houses</p> <p>Heol ty Maen (off Barnes Ave) - 200 Elm Crescent (former OCLP car park) - 5 Ysgol Bryn Castell, Phase 2 - 127 Sunnyside - 59</p> <p>TOTAL - 391</p> <p>Using Welsh Government planning guidance this is estimated to create 93 additional students on the school roll. BCBC estimates that, considering the utilisation rate for each teaching space, this will require a block of 6 additional classrooms, with additional services including toilets. A feasibility study is currently being carried out, and it must be stressed that planning permission is not a foregone conclusion. Neither is the outcome of a traffic assessment, which could quite possibly conclude that highway conditions approaching the school could not support this expansion. In summary therefore, the position is as follows: Yes, the developer is incorporating a primary school on the proposed site, but where would secondary students go? The developer might be required to contribute to secondary places through a Section 106 Agreement. But provision at Bryntirion has yet to catch up with housebuilding under the existing LDP, and there is at the time of writing no guarantee that even this can be achieved. To plan now for yet more housing in the same school catchment area for the next LDP is just bad planning, bordering on the irresponsible. If highway capacity, budgetary pressures, or other factors prevent further expansion at Bryntirion, then secondary students from</p>		<p>sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p>
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<p>PLA 3 would have to be directed to schools at other locations, at worst requiring statutory home-to-school transport, or at best within a lengthy walking distance that would violate central principles of the “Place Making Charter” to which BCBC is committed. Alternatives: if not here, then where? PLA3 is an example of a bad planning site, whereas PLA2 (Island Farm) is to be commended as a good planning site. It is largely a brownfield site, with conservation areas, and a listed building (Hut 9) which will of course be protected. There is a secondary school nearby with capacity for expansion. Good active travel links to the town centre are already becoming available, and there is excellent potential for more, utilising attractive routes across Newbridge Fields, which could include a riverside walk. Land for A48 improvements has been protected and there would be Section 106 provision for road widening and junction upgrades. There is even long-term potential fairly close by (not mentioned in the plan) for a new metro station on the now disused Ford railway spur. The plan includes a primary school, and a new campus for Heronsbridge School, and there is a declared council ambition that this would become recognised as the best special secondary school in Wales. Not mentioned in the plan is the fact that relocating Heronsbridge would create a vacated brownfield site with potential for housing at Ewenny Road. Immediately next door, at Cowbridge Road, another brownfield housing site, again not mentioned in the draft plan, is due to be created by the council-college joint project to relocate Bridgend College to what would be a council owned town centre site, at Cheapside. I therefore propose that PLA3 is deleted from the draft document and replaced by a housing allocation at a combined brownfield site at Ewenny Road and Cowbridge Road, consisting of high-quality town housing including social and affordable allocations. This could focus on the smaller dwellings that are identified as</p>		<p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.</p> <p>Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p>
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<p>a shortage on P. 29, Pr. LS11, and this would be more appropriately matched to identified needs than the PLA3 proposal. Overall, these amendments to the development plan would serve to enhance council ambitions for the town centre, while saving green open space at Bryntirion/ Laleston for future generations, redistributing demand for school places to match supply more closely, prioritise brownfield over greenfield, development, and support conservation and biodiversity. Deleting PLA3 would align the LDP more closely with the environmental issues identified on P.27-29, in particular: LS1 – important landscapes LS2 – historic environment LS6 – areas with known poor air quality (the A473 at Park Streer) LS7 – highway network congestion (Bryngolau, Merlin Crescent, Broadlands A473 traffic lights, Broadlands A48 roundabout, Heol y Nant) LS10 – shortfall in affordable housing LS 11 – shortage in the provision of smaller dwellings LS14 – accessible natural open space. In a nutshell, deleting PLA 3 would help provide the right type of housing in the right places instead of the wrong type of housing in the wrong place.</p>		<p>The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach to potential landscape and visual opportunities and constraints.</p> <p>The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site. However, the embedded mitigation and the approach to design is considered to minimise adverse effects over time as the proposed landscape establishes and overall the predicted effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site.</p> <p>The appraisal included a review of national and local policy, landscape character and visual amenity. The appraisal included assessment of the National Landscape Character Assessment (NLCA), LANDMAP, and Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) in addition to an on-site assessment. The appraisal confirms that the site relates well both in landscape and visual terms to the existing landscape and settlement, and that the site represents a logical extension to Bryntirion provided a considered design is sensitive to the site's existing characteristics. The design appraised responds sensitively to assets on site such as the Bridgend Circular Walk, the byway, the hedgerow network and vegetated site boundaries. As such the proposals put forward at this stage are considered to be a thoughtful and easily assimilated future development of this site.</p> <p>Mitigation measures include:</p> <ul style="list-style-type: none"> • The Laleston Meadows SINC would be brought into regular long-term management. This would protect the visual amenity and landscape character of this northern part of the site. A landscape buffer would set development back from the SINC, and dwellings would front onto it. The SINC could be used as a mitigation receptor site (in ecological terms) and the grazed fields currently within the SINC could be improved by the proposals as well as maintained in the long term. The SINC offers a great opportunity for informal and natural play on site provided increased public access would not clash with its ecological function; • The site contains very few of the key characteristics listed in the published documents on Laleston SLA. The site has a strong network of hedgerows, some which would be lost and the field pattern replaced by urban form. However, the retained hedgerows and trees would be protected by landscape buffers and some of the character of the SLA within which the site lies would be retained; • Provision of structural landscaping, a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. Areas of open space would be bolstered by considered structural planting to create an aesthetically pleasing urban development which is well integrated with the proposed landscape strategy and the settled landscape character currently experienced in the local area; • Retention of existing landscape features (hedgerows and trees) is a priority of the emerging proposals as it forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site; • Adequate replacement planting of local species in appropriate locations to compensate for any loss of trees and hedgerows, and enhancement planting; and • The location of public open space, public footpaths and the street-alignment has been designed to protect and reflect local character. <p>Through consideration of the findings above, it is anticipated that any notable landscape and visual effects resulting from the addition of the proposed scheme would be localised in extent and contained within a c.400m radius of the site, despite the site's relatively open character.</p>
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		<p>compensate where necessary. This will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.</p> <p>The report also highlights further detailed habitat and species surveys which are recommended to inform a planning application and ensure proposed mitigation is appropriate and proportional. These include a Dormouse survey, which was raised in comments received from NRW. Policy PLA3 will require the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. PLA3 will also require the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p> <p>Policy PLA3 will require development to incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Additionally, PLA3 requires 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With regards to education and comprehensive school provision, a contribution will be taken in accordance with the Education Facilities and Residential Development SPG and a decision will be made by the Local Education Authority as to how the sum will be utilised.</p> <p>In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site.</p> <p>With respect of drainage, the site promoter has prepared a high-level drainage strategic of which confirms that the site is located with DAM Zone A, which is used within Technical Advice Note 15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment (SCFA which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SFCA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.</p>
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		<p>number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA3 prescribes a number of placemaking principles for Land West of Bridgend, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate</p>
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			<p>a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p> <p>The site promoter's Transport Assessment confirms that the traffic effect of 850 dwellings is forecast to be in the order of 269 and 243two-way movements in the AM and PM peak hours respectively, although this is considered worst case as attitudinal change towards travel progresses. This quantum of trips equates to just over 4vehicles per minute two-way, diluted across the local highway network. The assessment concludes that the development provides opportunities to create a new western edge to Bridgend in a self-sustaining site offering community facilities suitable for day to-day living. In this way, the transport case for mobility provides the options necessary to promote sustainable travel modes before the private vehicle. The design of the environment, the travel planning and the locational advantages, together with the Mobility Strategy means there is a major benefit for existing and new residents, significantly improving travel choice, for commuting, leisure and social journeys and hence social inclusion. Working from home and from a third-place such as a non-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
150	<p>As one of the two County Borough Councillors representing the Bryntirion, Laleston and Merthyr Mawr ward, I wish to make the following objections to the above proposal. The proposal to build 850 houses in the green wedge site between Bryntirion and Laleston will have many negative impacts on the community. The "natural green buffer" referred to is clearly a nonsense. The natural green buffer is already there and this proposal would remove it. The two areas of Bryntirion and Laleston would coalesce and many public rural footpaths would be lost, and the approach to the town of Bridgend would be negatively impacted. The village of Laleston is a conservation area and would not retain its village appearance. There have been approximately 3000 houses built in the ward over the last 20 years and the infrastructure particularly the roads are already extremely busy. Facilities such as GP services would not cope. The comprehensive school is already over capacity and is turning away children from within the catchment area. The area is of local historic interest with lanes such as Llangewydd Lane date back to prehistoric times and there is the ancient stones field</p>	<p>Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.</p>	<p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p>

<p>Cae'r hen Eglwys adjacent to the proposed site. The land in question is grade two agricultural land and should be retained for food production as there is much land within the borough that is not such high grade. The Developer is, in my opinion, only concerned with maximising profits as Laleston has the highest average house price in the County Borough but houses should be built where they are wanted. There are many schools in the Borough that have capacity and would welcome more children. I believe that need not greed should be the basis for development. I believe that PLA3 should be deleted from the proposed LDP to keep in line with LS1, important landscapes, LS2 historic environment, LS6 areas with poor air quality, LS7 highway network congestion, LS10 shortfall in affordable housing, LS11 shortage of smaller dwellings, LS14 accessible natural open space. In the case of PLA2 and COM1(2) I would confirm that approximately 3000 houses have been built in my ward in the last 20 years, about 30% of the total built in the County Borough. The facilities are already stretched and the roads severely congested. The types of homes built would not alleviate the shortage of housing types that are in Bridgend. Com1(2) is directly across the road from Broadlands where 2500 houses have been built in the last 20 years. The land at PLA2 is grade two agricultural land and should not be built upon when there alternatives with poorer grades. I would like to ask that both sites are deleted from the LDP for the following additional reasons:- LS6 areas with known poor air quality, LS7 highway network congestion, LS10 shortfall in affordable housing, LS11 shortage in the provision of smaller dwellings.</p>		<p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the</p>
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			<p>Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.</p> <p>Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach to potential landscape and visual opportunities and constraints.</p>
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			<p>Bryntirion which would not cause significant or wide-ranging adverse effects upon its surrounding landscape context.</p> <p>Policy PLA3 will ensure that the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through the inclusion of mitigation measures and provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must also not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape.</p> <p>In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutory and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.</p> <p>Given the combination of designated sites, it is concluded that any future planning submission will need to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC and its associated designated features will be retained. Furthermore, such retained features will be further protected from potential harm, damage and disturbance through the sensitive design of built development away from SINC boundaries and inclusion of suitable buffers.</p> <p>The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will provide substantial potential for a balanced provision of areas of informal public open space and wildlife zones. When linked with proposed POS and play areas across the developable site this will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during the development of adjacent land.</p> <p>An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include the native hedgerows delineating the northern boundary and internal field boundaries in addition to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered for their potential to support great crested newt.</p> <p>The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought to locate development across those habitats of predominantly limited ecological value whilst retaining boundary habitats as far as possible. Where retained, such features have been accommodated within proposed informal green space and sustainable transport links, which ultimately enhances connectivity throughout the Site and contributes to the wider green infrastructure resource.</p> <p>Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit predominantly species-poor or defunct), the site is considered to be of sufficient size and extent to enable future development proposals to flexibly avoid and/or mitigate for any significant ecological constraints and compensate where necessary. This will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.</p>
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		<p>The report also highlights further detailed habitat and species surveys which are recommended to inform a planning application and ensure proposed mitigation is appropriate and proportional. These include a Dormouse survey, which was raised in comments received from NRW. Policy PLA3 will require the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. PLA3 will also require the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p> <p>Policy PLA3 will require development to incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Additionally, PLA3 requires 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With regards to education and comprehensive school provision, a contribution will be taken in accordance with the Education Facilities and Residential Development SPG and a decision will be made by the Local Education Authority as to how the sum will be utilised.</p> <p>In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site.</p> <p>With respect of drainage, the site promoter has prepared a high-level drainage strategic of which confirms that the site is located with DAM Zone A, which is used within Technical Advice Note 15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment (SCFA which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SFCA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.</p> <p>A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood</p>
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		<p>Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.</p> <p>In terms of the impacts on primary healthcare provision, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>The site promoter commissioned Air Quality Consultants to undertake an Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic emissions arising from the additional traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations have been modelled for a number of worst-case receptors, representing existing properties where impacts are expected to be greatest. In addition, the impacts of traffic emissions from local roads on the air quality for future residents on the proposed development have been assessed.</p> <p>The assessment has demonstrated that concentrations of PM10 and PM2.5 will remain below the objectives at all existing receptors in 2022, with or without the proposed development, and that all impacts for these pollutants will be negligible.</p> <p>In the case of annual mean nitrogen dioxide, concentrations will remain below the objective at all but one existing receptor (representative of 6-8 homes) in 2022, with or without the proposed development. However, it is now considered unlikely that any new homes within the development will be occupied before 2024, by which time it would be reasonable to expect concentrations at these 8 homes to be below the objective. The assessment has demonstrated that the impacts in terms of annual mean nitrogen dioxide concentrations of the full development traffic being on the roads in 2022 will be negligible everywhere other than at this one receptor, where the impact under this scenario would be moderate adverse. However, bearing in mind that no new homes will be occupied before 2024, and the development is unlikely to be complete and thus generating its full traffic volumes until the 2030s, this scenario is unrealistically worst-case. Applying professional judgement, it is considered most likely that the actual impact of the development at these 8 homes will also be negligible in all years from the first occupation in 2024.</p> <p>The effects of local traffic on the air quality for future residents living in the proposed development have been shown to be acceptable at the worst-case locations assessed, with concentrations being well below the air quality objectives. As such, the overall operational air quality effects of the development are judged to be 'not significant'</p> <p>The proposed allocation is supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The Transport Assessment reflects the number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA3 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support</p>
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			<p>services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA3 prescribes a number of placemaking principles for Land West of Bridgend, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p>
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435	<p>Aberkenfig In relation to PLA3 Land West of Bridgend, Locally known as the "Circus Field" (and surrounding) site. NHCC hereby object to the above proposal, and ask for this site to be deleted from the final LDP, on the following grounds. · The West of Bridgend area has been the site of some 3000 new houses in recent years. This is already a disproportionate amount. A further 850 house would coalesce the community boundaries of Bryntirion and Laleston, contrary to good planning principles and the statements made within the LDP. · Potentially the site could erode the boundary/wedge with Court Coleman and Newcastle Higher Ward as this urbanisation could create an undesirable precedent for further urbanisation to south, north and west. It would move the built-up area's boundary, making further Greenfield development difficult to resist. This would cause further coalescence, with Broadlands to the south, Pen Y Fai to the north, and towards Pyle in the west. · Even housing stock deemed as 'affordable housing's this area would likely be beyond the means of most young persons due to the nature of the area. · Infrastructure is not in place and would be unable to cope. The local comprehensive school, for example, has not yet caught up with the housebuilding of the previous decade. The</p>	<p>Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.</p>	<p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix</p>

<p>viability of further expansion of Bryntirion Comprehensive School is very doubtful due to road access constraints. Section 106 contributions from a developer would therefore be futile for this purpose. Sending children from the proposed site to other comprehensive schools would violate the local place making principles stated in the draft LDP. Other aspects of infrastructure including sewerage, drainage, NHS services, etc. have not been anywhere nearly adequately addressed. · Further along the A473, air quality testing in Park Street reveals it to be one of the most polluted locations in the county. Generating more traffic to use the A473 violates the sustainable development principles contained in the draft LDP. · Further road traffic would also put further strain on the A473 junctions with Elm Crescent and Heol y Nant, the traffic lights at Bryngolau, and the A48 Broadlands roundabout, which is already strained for capacity. · The site forms a green wedge bordering a ward that is officially rural, and a ward that is officially urban. The overall effect would be the urbanisation of the entire district. Urbanisation would violate the council's objective of maintaining and enhancing the natural resources and biodiversity of the county borough. · This green wedge is the location of the Laleston Stones Trail, and the Bridgend Circular Walk, and is a field, woodland and hedgerow system with an historical heritage · The proposed site is crossed by public rights of way which have been conscientiously maintained by the Community Council and which are highly valued by local people and visitors. Proposals for "corridors" would not mitigate the impact and loss. Developers would leave the site transferring corridor maintenance costs onto the community. · No evidence has been produced to show that the commercial benefits of building at this location would more than outweigh the loss of positive social value of the site in its current condition. Overall, there would be a severe loss of visual, social and public</p>		<p>13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of</p>
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<p>amenity. · The loss of the rich and diverse flora and fauna of the woodland, fields and hedgerows is not justified by any commercial benefit from this development.</p> <p>· The proposal to close Llangewydd Road to vehicular traffic is undesirable and disingenuous :-</p> <ul style="list-style-type: none"> o Undesirable because this lane is already a popular walking and cycling route, and vehicular traffic coexists without difficulty on this stretch. Alternative vehicle movements, along the lane north from the A473 at Crossways, towards the Old Church Field, as apparently recommended by the developer, would cause unacceptable conflict with walkers and cyclists. Alternative vehicle movements would not be equally convenient to any users of the lane network, and the unintended consequences could be severe. They have not been investigated. o Disingenuous, because no evidence has been put forward to argue for the closure of Llangewydd Road. It is therefore reasonable to suggest that a credible motive for this closure is to eliminate Llangewydd Road as a “natural” boundary for the development. Removing vehicular traffic removes this boundary and leaves the way wide open to future applications for further housing development towards Pen Y Fai, which planners would find difficult to resist. This would repeat the experience of Broadlands, where an initial development of only slightly larger size than this proposal grew from a new settlement measured in hundreds of dwellings to one now numbered in thousands. The inclusion of the Old Church Field (north of Llangewydd Road) in the proposal, while on the face of it a philanthropic measure, could in reality be a further indication of an ambition to expand this development further northwards. In summary we are against this proposal as it goes against much of what the LDP says it is trying to achieve - this proposal puts the wrong type of development with the wrong type of houses in the wrong location. Other sites 		<p>impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.</p> <p>Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach to potential landscape and visual opportunities and constraints.</p>
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<p>in Bridgend County may be better placed to support a development of this nature, with less impact.</p>		<p>The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site. However, the embedded mitigation and the approach to design is considered to minimise adverse effects over time as the proposed landscape establishes and overall the predicted effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site.</p> <p>The appraisal included a review of national and local policy, landscape character and visual amenity. The appraisal included assessment of the National Landscape Character Assessment (NLCA), LANDMAP, and Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) in addition to an on-site assessment. The appraisal confirms that the site relates well both in landscape and visual terms to the existing landscape and settlement, and that the site represents a logical extension to Bryntirion provided a considered design is sensitive to the site's existing characteristics. The design appraised responds sensitively to assets on site such as the Bridgend Circular Walk, the byway, the hedgerow network and vegetated site boundaries. As such the proposals put forward at this stage are considered to be a thoughtful and easily assimilated future development of this site.</p> <p>Mitigation measures include:</p> <ul style="list-style-type: none"> • The Laleston Meadows SINC would be brought into regular long-term management. This would protect the visual amenity and landscape character of this northern part of the site. A landscape buffer would set development back from the SINC, and dwellings would front onto it. The SINC could be used as a mitigation receptor site (in ecological terms) and the grazed fields currently within the SINC could be improved by the proposals as well as maintained in the long term. The SINC offers a great opportunity for informal and natural play on site provided increased public access would not clash with its ecological function; • The site contains very few of the key characteristics listed in the published documents on Laleston SLA. The site has a strong network of hedgerows, some which would be lost and the field pattern replaced by urban form. However, the retained hedgerows and trees would be protected by landscape buffers and some of the character of the SLA within which the site lies would be retained; • Provision of structural landscaping, a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. Areas of open space would be bolstered by considered structural planting to create an aesthetically pleasing urban development which is well integrated with the proposed landscape strategy and the settled landscape character currently experienced in the local area; • Retention of existing landscape features (hedgerows and trees) is a priority of the emerging proposals as it forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site; • Adequate replacement planting of local species in appropriate locations to compensate for any loss of trees and hedgerows, and enhancement planting; and • The location of public open space, public footpaths and the street-alignment has been designed to protect and reflect local character. <p>Through consideration of the findings above, it is anticipated that any notable landscape and visual effects resulting from the addition of the proposed scheme would be localised in extent and contained within a c.400m radius of the site, despite the site's relatively open character.</p> <p>Overall it is considered that the masterplan framework proposed for the site has been sensitively designed through a landscape and ecology-led approach, with appropriate incorporation of mitigation measures in order to address concerns of the site in relation to landscape and visual matters. As such, the promotion of this site for residential development should be considered an acceptable extension to the existing settlement of</p>
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			<p>Bryntirion which would not cause significant or wide-ranging adverse effects upon its surrounding landscape context.</p> <p>Policy PLA3 will ensure that the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through the inclusion of mitigation measures and provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must also not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape.</p> <p>In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutory and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.</p> <p>Given the combination of designated sites, it is concluded that any future planning submission will need to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC and its associated designated features will be retained. Furthermore, such retained features will be further protected from potential harm, damage and disturbance through the sensitive design of built development away from SINC boundaries and inclusion of suitable buffers.</p> <p>The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will provide substantial potential for a balanced provision of areas of informal public open space and wildlife zones. When linked with proposed POS and play areas across the developable site this will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during the development of adjacent land.</p> <p>An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include the native hedgerows delineating the northern boundary and internal field boundaries in addition to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered for their potential to support great crested newt.</p> <p>The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought to locate development across those habitats of predominantly limited ecological value whilst retaining boundary habitats as far as possible. Where retained, such features have been accommodated within proposed informal green space and sustainable transport links, which ultimately enhances connectivity throughout the Site and contributes to the wider green infrastructure resource.</p> <p>Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit predominantly species-poor or defunct), the site is considered to be of sufficient size and extent to enable future development proposals to flexibly avoid and/or mitigate for any significant ecological constraints and compensate where necessary. This will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.</p>
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		<p>Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.</p> <p>In terms of the impacts on primary healthcare provision, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>The site promoter commissioned Air Quality Consultants to undertake an Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic emissions arising from the additional traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations have been modelled for a number of worst-case receptors, representing existing properties where impacts are expected to be greatest. In addition, the impacts of traffic emissions from local roads on the air quality for future residents on the proposed development have been assessed.</p> <p>The assessment has demonstrated that concentrations of PM10 and PM2.5 will remain below the objectives at all existing receptors in 2022, with or without the proposed development, and that all impacts for these pollutants will be negligible.</p> <p>In the case of annual mean nitrogen dioxide, concentrations will remain below the objective at all but one existing receptor (representative of 6-8 homes) in 2022, with or without the proposed development. However, it is now considered unlikely that any new homes within the development will be occupied before 2024, by which time it would be reasonable to expect concentrations at these 8 homes to be below the objective. The assessment has demonstrated that the impacts in terms of annual mean nitrogen dioxide concentrations of the full development traffic being on the roads in 2022 will be negligible everywhere other than at this one receptor, where the impact under this scenario would be moderate adverse. However, bearing in mind that no new homes will be occupied before 2024, and the development is unlikely to be complete and thus generating its full traffic volumes until the 2030s, this scenario is unrealistically worst-case. Applying professional judgement, it is considered most likely that the actual impact of the development at these 8 homes will also be negligible in all years from the first occupation in 2024.</p> <p>The effects of local traffic on the air quality for future residents living in the proposed development have been shown to be acceptable at the worst-case locations assessed, with concentrations being well below the air quality objectives. As such, the overall operational air quality effects of the development are judged to be 'not significant'</p> <p>The proposed allocation is supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The Transport Assessment reflects the number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA3 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support</p>
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			<p>services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA3 prescribes a number of placemaking principles for Land West of Bridgend, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p>
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107	The land south of Bridgend should not have a large area of housing developed. This objection is based on the experience of the communities of Ewenny and Corntown which presently endure a huge increase in through traffic as a result of the Broadlands housing development.	Object to allocation of PLA2: Land South of Bridgend	<p>Comments noted.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore, a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore, Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>With specific reference to Land South of Bridgend, Policy PLA2 details the site-specific requirements including masterplan development principles. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p>
1020	Stop building houses for Cardiff.	No changes	Comments noted
121	see previous comments re: Pencoed	No changes	Comments noted
1485	<p>Secondary School Provision</p> <p>A suggestion contained within the Island Farm proposals is for the Heronsbridge School re-locating there. This would leave</p>	No changes - concerns regarding PLA2 Land South of Bridgend	<p>Comments noted.</p> <p>The potential relocation of Heronsbridge to a new site within the Strategic Allocation PLA2 Land South of Bridgend is one of a number of options the Council is exploring regarding the future of Heronsbridge Special School.</p>

	<p>the Ewenny Road site vacant. However, the current building is one of history and character and has a long association with educational provision.</p> <p>Brynteg School, on the opposite of the road, has a long history of providing quality 6th form educational opportunities for 16-18 year olds and it may be a suitable option to transfer that provision into the Heronsbridge site to form a more extensive 6th form 'College' in view of the current College moving soon from the Cowbridge Road site.</p> <p>This would free up space within the current Brynteg complex to facilitate the needs of any new housing developments in the Bridgend (South) area and Island Farm</p> <p>Island Farm Housing Proposals</p> <p>Attached are some papers relating to this issue, which include comments made in 2012 which, in my view, should once again be fully taken into consideration when reviewing these highly controversial proposals for this sensitive area of ecological benefit to the whole of the BCBC area.</p>		
194	<p>DRAFT LDP: SITE “PLA 3”, LALESTON / BRYNTIRION “CIRCUS FIELD” AND SURROUNDS PROPOSED 850 HOUSES, ETC.</p> <p>I refer to the “template letter” which has been used by many residents as a basis for their objections. I wish to endorse the contents of that letter, a copy of which I have already signed and transmitted to BCBC.</p> <p>I also ask that this site should be deleted from the LDP proposals, on the following additional grounds. Where appropriate I refer to pages (P.) and paragraphs (Pr.) of the Deposit Consultation Document.</p>	De-allocate Land West of Bridgend (SP2(3))	<p>As documented within the Strategic Growth Options Background Paper, a range of growth scenarios were analysed and subsequently refreshed to determine the most appropriate level of growth to deliver the Replacement LDP’s Vision, Key Issues, Aims and Objectives. The Deposit Plan has been underpinned by a balanced level of economic growth and housing provision, based on well informed, evidence-based judgements regarding need, demand and supply factors (refer to the Strategic Growth Options Background Paper). This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The Replacement LDP is based on a clear spatial strategy to help realise the regeneration aspirations and priorities of the Council, whilst balancing the need to deliver future housing requirements up to 2033. The Strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in</p>

<p>P.74, Pr. 52.21: Coalescing of communities</p> <p>References in this paragraph claiming that the development would “form a natural green buffer” is nonsensical. The proposal takes a green wedge, which is already a “natural green buffer” beyond the built-up boundary of Bridgend and urbanises it by shifting that boundary to the west, encroaching on a Special Landscape Area and covering it with housing. The last sentence of this paragraph admits to this encroachment by referring to a plan to prevent any “further encroachment” using a legal agreement. This plan does not exist. No evidence is provided to guarantee that this agreement ever will exist. The contents of this paragraph are not consistent with the “Masterplan Development Principles” mentioned at P.71, Pr.(d).</p> <p>To the east of the green wedge is the community of Bryntirion which, with its adjoining communities of Cefn Glas, Llangewydd Court, West House and Broadlands, constitute a densely populated outer suburb of the town of Bridgend. To the west of the green wedge is the village of Laleston, which while being part of a wider Laleston Community Council area, is also currently recognisable as a distinct village community.</p> <p>Laleston village currently benefits from the proximity of the urban area to the east, for access to shops, secondary school and other services. Bryntirion benefits from its proximity to Laleston, for its green, rural aspect, access routes and footpaths which improve the quality of life. Removing the green wedge would present a miserable aspect to both communities and would reduce amenity to residents over a wide area and have negative visual impact on this important gateway into Bridgend town.</p>	<p>other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The justification for the Preferred Spatial Strategy is documented in the Spatial Strategy Options Background Paper. The Strategy is considered to best align with this Vision and also the Key Issues, Drivers, Strategic Objectives and Specific Objectives the Replacement LDP is seeking to address. It is considered most conducive to accommodating the level of growth identified in the Strategic Growth Options Background Paper and also delivering this growth through sustainable patterns of development that accord with the Planning Policy Wales' placemaking principles. It will maximise affordable housing delivery in high-need areas, promote viable sustainable development, enable delivery of significant remaining brownfield sites in accordance with the site search sequence and seek to minimise pressure on BMV agricultural land, subject to site-specific assessment.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p> <p>Considerable weight has been given to protecting BMV Agricultural Land from development (alongside other planning considerations) throughout LDP preparation and the assessment of Candidate Sites. Background Paper 15 provides more contextual analysis to clarify how this principle has been embedded into the site selection process, specifically from Stage 2 of the Candidate Site Assessment. This further justifies the proposed allocations within the Replacement LDP in this respect, alongside the SA/SEA and Candidate Site Assessment Methodology.</p> <p>The representor's concerns that Land West of Bridgend would coalesce communities are noted. However, a Green Wedge Review has been conducted to review the existing green wedge designations in the adopted Bridgend Local Development Plan 2006-2021 and consider the need for their continuation in the emerging Replacement Bridgend Local Development Plan 2018 – 2033. The Review considers that whilst LDP Policy ENV2: Development in Green Wedges has been successfully used for its primary objective of preventing coalescence, other policies contained within the extant LDP, particularly ENV1: Development in the Countryside, have also been successful in preventing coalescence. Therefore, the Review recommends that it is not necessary to take forward the green wedge policy into the Replacement LDP, as there are policy mechanisms included within the Deposit Plan 2018- 2033 that allocate sufficient land for housing, define settlement boundaries and strictly control development in the countryside, open space, biodiversity, landscape and the environment. In addition, as part of the proposed allocation of Land West of Bridgend, any development will be required (See Deposit Policy PLA3 – Page 71) to provide 4.1 hectares of retained green infrastructure and new areas of public open space as well as exploring the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland. The proposed allocation will also be required to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p>
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<p>The developers might argue that they are not coalescing communities, and that their development is confined to the community of Bryntirion. This argument will not stand up to scrutiny. It will not wash. It is not being cynical, but realistic, to suggest that when marketing their houses, the developers would advertise them as being in Laleston, and not Bryntirion. This would make a substantial difference to their house prices at no extra cost. The prospective developer cannot have it both ways.</p> <p>In Appendix 5, P.20 the statement by the consultants engaged by the developer that there are “no significant effects”, that Laleston will “retain its character as a discrete settlement” and that coalescence has an “impact of a minor order” are open to serious challenge, and acquiescence on this flimsy “evidence” by the planning authority could even form a firm basis for judicial review.</p> <p>Despite claims made in the Deposit Document the development would objectively coalesce the two communities. The development would end Laleston as a village and remove a green space from the visual and physical amenity of residents of Bryntirion and other urban areas to the west and south.</p> <p>P.71, Pr. (a) refers to an “urban extension of Bridgend”. This is inconsistent with the claim that communities are not being coalesced. If BCBC planners were to support the developers in this inconsistency, they would be guilty of bad planning.</p> <p>Landscape and loss of visual amenity; well-being and future generations; sustainability</p> <p>Given that the document concedes that this is an “urban extension”, it follows that this site is best described as a “development outside defined settlement</p>		<p>Informed by the Sustainability Appraisal Report, the Candidate Site Assessment published to accompany the Deposit Plan confirms and provides reasoned justification for the outcome of the site selection process in respect of each candidate site. Identification of appropriate Sustainable Urban Extensions has been undertaken in accordance with the Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the Plan. This includes the Candidate Site Assessment, Spatial Strategy Options Background Paper, Housing Trajectory Background Paper and Minimising the Loss of BMV Agricultural Land Background Paper. The rationale for the proposed allocations within the Deposit Plan is clearly outlined in the Candidate Site Assessment. Without exception, all proposed sites are supported by a large body of technical and viability evidence to demonstrate their deliverability. This strong evidence base justifies selection of all proposed allocations, including Land West of Bridgend. The supporting independent financial viability assessment demonstrates that Land West of Bridgend can fund the necessary supporting infrastructure and 20% affordable housing provision in accordance with the needs identified in the LHMA. Affordable housing provision delivered via this development will comply with the definition outlined in Technical Advice Note 2. In addition, the site will fund a new primary school and provide additional secondary education contributions. The developer has demonstrated that this site can viably support a contribution towards secondary school provision. The exact manner in which this contribution will be employed will be determined by the Local Education Authority at an appropriate point in the future to ensure effective school provision.</p> <p>In terms of green space and the natural environment, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough’s environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children’s playspace across the County Borough (See Appendix 22: Outdoor Sport and Children’s Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed ‘audit’ of the provision of Outdoor Sports and Children’s Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend’s green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development. Any Public Rights of Way will be maintained, protected and/or diverted within the development as appropriate.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC’s. Additionally, green infrastructure and outdoor recreation facilities will be required</p>
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<p>boundaries". It is also a fact that the council ward of Laleston is designated as "rural" by BCBC for the purposes of its RDP (rural development programme).</p> <p>All the above must mean that DNP1 on P.186: Pr. "The Countryside and Landscape" applies to this site. The planning policy states: "All development outside defined settlement boundaries must ensure that the integrity of the countryside is conserved and enhanced. <i>There is a presumption against development in the countryside.</i> (Italics supplied). The developers have made no effort to demonstrate that any of the 13 exceptions listed under DNP1 apply to this site. Furthermore, they have not demonstrated any housing need at this particular location.</p> <p>The development would inflict a serious loss of valued landscape and visual amenity. It would violate historic rights of way, which have always been treasured by local people and nurtured by the Community Council, and which are even more vital to well-being and future generations in a post-Covid context. The so-called green corridors the developers would leave behind would present a comparatively miserable aspect, and once the developers have made their profit and left the area the responsibility for and cost of their upkeep would pass on to the community. This raises the serious issue of sustainability. These aspects alone provide sufficient reason to dismiss the application as they are contrary not only to acts of the Welsh Parliament but also to the Wales's basic constitutional commitment to sustainable development.</p> <p>History and archaeology; ancient and semi-ancient woodland; biodiversity.</p> <p>The proposed development is clearly in conflict with the following principles of good planning as outlined in the draft document.</p>		<p>to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Furthermore, the Strategy recognises the importance of the Historic Environment and its's fundamental role in distinctive and natural placemaking through the planning system. The historic environment will be protected, conserved and, where appropriate, promoted and enhanced. The impact of any development proposal on the significance and heritage values of individual historic assets, their setting and their contribution to local distinctiveness and character will be required to be fully considered by applicants through the preparation of a heritage impact assessment and statement as part of the planning process, as outlined by Strategic Policy 18 (See Page 208). Development Management Policy (DNP11 – See Page 210) seeks to ensure that, where a development proposal affects a listed building or its setting, special regard must be had to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses.</p> <p>Regarding traffic, the Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>In terms of air quality, as part of allocation PLA3: Land West of Bridgend, the site promoter has undertaken an Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic emissions arising from the additional traffic on the AQMA of Park Street. The overall operational air quality effects of the development are judged to be non-significant and have been shown to be acceptable, with concentrations being well below the air quality objectives.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could</p>
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<p>P.27, LS1: Important landscapes LS2: Historic environment P.182, SP17: Conservation and enhancement of the natural environment P.193, DNP5: Local and Regional Nature Conservation Sites, including DNP5(2), Site of Importance for Nature Conservation (SINC)</p> <p>In the draft document, Page 71, Pr.(a), the would-be developer makes light of the above considerations. A SINC and Scheduled Ancient Monument are mentioned, without any proper consideration of their significance. Pr.(c) mentions trees, hedgerows and habitat. Pr.(d) mentions landscape, a Special Landscape Area, and a “sense of place”. No detail is attached to any of these topics, the underlying issues are skimmed over. Merely mentioning these aspects will not do. The onus is on the developer to demonstrate that all these aspects can be fully mitigated.</p> <p>Appendix 5, P. 15-21, contains the findings of consultants, paid for by the developer. I hereby challenge these findings as incomplete, inaccurate and biased. They are based on desk research, and there is no evidence of fieldwork research. The qualifications and credentials of the person(s) tasked with this item are not revealed. The viewing of Google Maps and satellite pictures is no substitute for local knowledge and investigation on the ground.</p> <p>Opinions expressed by consultants on certain areas such as “limited botanical interest” and “species poor” are unevenced and some are manifestly untrue. They are based on speculation as opposed to hard evidence.</p> <p>Statements on P.19 Pr. “Arboculture” put in plain sight the applicant’s intention to destroy trees.</p>		<p>not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>The representor’s support for the SP2(2) Land South of Bridgend (Island Farm) allocation is noted.</p>
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Let us not forget that the site mainly consists of Grade 2 agricultural land, the highest grade available in Wales. At a time when the twin problems of Brexit and Covid are threatening supply chains, and the media are reporting empty supermarket shelves, it is difficult to explain why BCBC is being asked to even consider low density development, in what has in the recent past called “executive” style at this particular greenfield site, when as will be argued below, there is potential for affordable and social housing more attuned to the economic and social need of modern local families, on brownfield sites that have not been incorporated into the housing allocations in the draft document.

Last but not least, it is relevant to mention that many parents and grandparents have commented how much they value the fact that the PLA3 site provides their children and grandchildren the opportunity to see sheep and cattle, in a natural environment, a short walk from their homes. Such considerations are not to be dismissed in a world where we claim to be concerned about well-being and mental health, and where the most highly qualified physicians in this field are stressing the importance of greenery in the environment,

In response to **P.20, Pr. “Archaeology”** one is tempted to reply, “No kidding, Mr. Sherlock!” when the consultants reveal that there are “No World Heritage Sites” affected. However, the written historical record, together with the experience of local people who use the extensive Rights of Way network is that there is a definite “sense of place” which already exists, and which would casually be destroyed, judging by the cavalier attitude revealed by the developer and their consultants in these pages.

The development puts pressure on the field known as Cae’r Hen Eglwys. On **P.73, Pr. 12**, an unsubstantiated claim is made,

that the development would “positively integrate” the remains of Llangewydd Church and Churchyard Ancient Monument, “in a manner that preserves and enhances the remains as part of the wider site.” In truth, this ancient monument and its standing stones would be endangered by this development.

In **Appendix 5, P.17, Pr. “Land Ownership”**, it is claimed that Llanmoor Development Co. Ltd. has “complete control over the whole land-holding”.

This raises questions. If these claims are true, why is the field “Cae’r Hen Eglwys” not included on the map within the development boundary? Is there an agreement with the owner of the field? Also, what exactly is meant when the text refers to the “wider site”?

In the absence of answers within the documentation, it is reasonable to conclude that the would-be developers have an eye on the future, and permission to build up to Llangewydd Road Lane would be followed by further applications, putting pressure on the planning system for permission to cross the road and develop onwards towards the railway main line, the motorway and village of Penyfai.

It is also reasonable to conclude that the removal of a “natural” boundary is the true motive for the proposal to “pedestrianise” a portion of Llangewydd Road. There are various vague references in the documentation to “future development”, and these can be taken to signal very clearly that there are longer term ambitions to put further housing to the north and west.

Testimony from residents confirms the presence of a rich stock of rural wildlife, for example: ancient trees including oaks; flora including orchids, meadow flowers, fungi, mosses, and a mix of hedgerow species which date the hedgerows in

terms of hundreds of years. As for fauna, there are regular sightings of fox, rabbit, weasel, squirrel, dormouse, hedgehog, frog and toad. There are bats, and a variety of birds, including birds of prey.

Historical significance and archaeological potential are indicated by the following quotations:

“Llangewydd Lane and Penyfai Lane on the west are ridgeways or harrow ways, and therefore carry back their origins to prehistoric times”.

- H.J.Randall: *Bridgend, The Story of a Market Town*, Johns, Newport, 1955.

“The fee of Llangewydd with its church passed from the Scurlage family to the monks of Margam before the end of the 12th Century.”

“In the early years of the 13th Century, Morgan ap Caradoc ap Iestyn, held the fee of Newcastle, Bridgend, and he and his heirs granted much land to Margam Abbey. Some of this land was sited in the Laleston-Llangewydd area”

(After the Act of Dissolution of the Monasteries of 1536) “no time was wasted in the disposal of abbey lands. Sir Rice Mansel of Gower acquired the lease of a fair sized portion, which included...coal pits at Cefn Cribwr, tithes in Penyfai, and the granges at Llangewydd”.

- A.L.Evans: *Margam Abbey*, published by the author, Port Talbot, 1958.

“The monks of Margam acquired at considerable expense a long-term lease of a knight’s fee which lay close to the abbey, at Llangewydd....The monks, seeing the contract with the knight to be very profitable, secured a lease of the parish church and after an interval of time

expelled the parishioners from their homes and razed the church to the ground”.

- Dr. Fred Cowley, *Gerald of Wales and Margam Abbey*, Margam Lectures, Friends of Margam Abbey, 1988.

“Ffordd y Gyfraith, the ‘Road of the Law’... this is how the officers of the Marcher Lords would have travelled to the Welsh uplands. It is also how pilgrims went to Llangynwyd... The Ffordd y Gyfraith crosses the main Bridgend road at the east end of Laleston village. In medieval times there was a wayside cross, or pilgrim’s marker standing here. You can still see the socketed base almost buried in the roadside verge.”

- Prof. Madeleine Gray, et.al., *Laleston Stones Trail*, pamphlet, Laleston Community Council and Bridgend County Borough Council, 2012.

“ The requirement for more homes is not necessary. Regarding the extensive archaeological landscape that would be affected by such a development, it can only be described as significant”

- Karl-James Langford, FSAScot, MLitt (Archaeology), PgDip (Archaeology and History), Fellow of the Society of Antiquarians. Author: *Romans in South Wales*, Archaeology Cymru Media, Barry, 2021.

Unbalanced development; pressure on infrastructure; alternatives.

At a recent meeting between Laleston Community Councillors and planning officers, it was estimated that roughly 10,000 houses had been built in the county in recent years. Of those 10,000 over 3000 had been built within a two mile radius of the site PLA 3 (locally known as the

“Circus Field”). This is already a severe case of over-intensification.

All five of the so-called “strategic sites” in the deposit plan are in the Bridgend constituency, none in the Ogmore constituency. Four of the five are south of the M4 (it is only the “sine wave” shape of the M4 at Pyle that puts one site just to its north).

The north-south imbalance occurs for alleged reasons which result from previous planning decisions, largely involving out-of-town shopping areas close to the M4. The decisions that have made a motorway junction (J.36) a destination in its own right, thus contributing to the disrupting of north-south traffic flows, and apparently making the north of the county a no-go area for developers, are historic and cannot now be rectified without major expenditure from Welsh Government level. However, the imminent danger of further imbalance in the vicinity of Site PLA3 can be tackled at county level. This can be achieved by the simple method of deleting the site from the draft LDP. Deletion would help BCBC to avoid violating its own place-making ambitions and policies.

Other correspondents will have commented at length about various infrastructure pressures. I will focus on just one.

We are used to hearing that Bryntirion Comprehensive School is full. We have instances of families living within yards of the school who must send their children elsewhere. Recent and current housing developments have created a need for further spaces as shown here.

Location - No. of houses
Heol ty Maen (off Barnes Ave) - 200
Elm Crescent (former OCLP car park) - 5
Ysgol Bryn Castell, Phase 2 - 127
Sunnyside - 59

TOTAL - 391

Using Welsh Government planning guidance this is estimated to create 93 additional students on the school roll. BCBC estimates that, considering the utilisation rate for each teaching space, this will require a block of 6 additional classrooms, with additional services including toilets. A feasibility study is currently being carried out, and it must be stressed that planning permission is not a foregone conclusion. Neither is the outcome of a traffic assessment, which could quite possibly conclude that highway conditions approaching the school could not support this expansion.

In summary therefore, the position is as follows: Yes, the developer is incorporating a primary school on the proposed site, but where would secondary students go? The developer might be required to contribute to secondary places through a Section 106 Agreement. But provision at Bryntirion has yet to catch up with housebuilding under the existing LDP, and there is at the time of writing no guarantee that even this can be achieved. To plan now for yet more housing in the same school catchment area for the next LDP is just bad planning, bordering on the irresponsible. If highway capacity, budgetary pressures, or other factors prevent further expansion at Bryntirion, then secondary students from PLA 3 would have to be directed to schools at other locations, at worst requiring statutory home-to-school transport, or at best within a lengthy walking distance that would violate central principles of the "Place Making Charter" to which BCBC is committed.

Alternatives: if not here, then where?

PLA3 is an example of a bad planning site, whereas PLA2 (Island Farm) is to be commended as a good planning site. It is largely a brownfield site, with conservation

areas, and a listed building (Hut 9) which will of course be protected. There is a secondary school nearby with capacity for expansion. Good active travel links to the town centre are already becoming available, and there is excellent potential for more, utilising attractive routes across Newbridge Fields, which could include a riverside walk. Land for A48 improvements has been protected and there would be Section 106 provision for road widening and junction upgrades. There is even long-term potential fairly close by (not mentioned in the plan) for a new metro station on the now disused Ford railway spur. The plan includes a primary school, and a new campus for Heronsbridge School, and there is a declared council ambition that this would become recognised as the best special secondary school in Wales.

Not mentioned in the plan is the fact that relocating Heronsbridge would create a vacated brownfield site with potential for housing at Ewenny Road. Immediately next door, at Cowbridge Road, another brownfield housing site, again not mentioned in the draft plan, is due to be created by the council-college joint project to relocate Bridgend College to what would be a council owned town centre site, at Cheapside. I therefore propose that PLA3 is deleted from the draft document and replaced by a housing allocation at a combined brownfield site at Ewenny Road and Cowbridge Road, consisting of high-quality town housing including social and affordable allocations. This could focus on the smaller dwellings that are identified as a shortage on **P. 29, Pr. LS11**, and this would be more appropriately matched to identified needs than the PLA3 proposal.

Overall, these amendments to the development plan would serve to enhance council ambitions for the town centre, while saving green open space at Bryntirion/ Laleston for future generations, redistributing demand for school places to

	<p>match supply more closely, prioritise brownfield over greenfield, development, and support conservation and biodiversity.</p> <p>Deleting PLA3 would align the LDP more closely with the environmental issues identified on P.27-29, in particular: LS1 – important landscapes LS2 – historic environment LS6 – areas with known poor air quality (the A473 at Park Streer) LS7 – highway network congestion (Bryngolau, Merlin Crescent, Broadlands A473 traffic lights, Broadlands A48 roundabout, Heol y Nant) LS10 – shortfall in affordable housing LS 11 – shortage in the provision of smaller dwellings LS14 – accessible natural open space.</p> <p>In a nutshell, deleting PLA 3 would help provide the right type of housing in the right places instead of the wrong type of housing in the wrong place.</p>		
<p>128 and 1040</p>	<p><u>Rebuttal to Allocation of COM1(2) Land at Craig-Y-Parcau and PLA 2(2) Land at Island farm</u></p> <p>It is acknowledged that the south side of Bridgend is appealing for developers because it is a green field site that does not any require remediation costs. Island Farm and Craig-Y-Parcau, run alongside the A48 and are on the edge of the Bridgend conurbation. These plus points should not, however, obscure the other factors embedded in law by the Senedd, which must preclude extensive development on these sites.</p> <p>Merthyr Mawr Community Council strongly rejects the inclusion of both PLA2(2) and COM1(2) for all the reasons outlined above. It is argued that development of scale in these places would thwart Bridgend Councils stated aims regarding Biodiversity, Active travel, Preservation of Distinctive and Natural Places including</p>	<p>Concerns regarding site search sequence</p>	<p>The Replacement LDP is based on a clear spatial strategy to help realise the regeneration aspirations and priorities of the Council, whilst balancing the need to deliver future housing requirements up to 2033. The Strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The justification for the Spatial Strategy is documented in the Spatial Strategy Options Background Paper. The Strategy is considered to best align with this Vision and also the Key Issues, Drivers, Strategic Objectives and Specific Objectives the Replacement LDP is seeking to address. It is considered most conducive to accommodating the level of growth identified in the Strategic Growth Options Background Paper and also delivering this growth through sustainable patterns of development that accord with the Planning Policy Wales' placemaking principles. It will maximise affordable housing delivery in high-need areas, promote viable sustainable development, enable delivery of significant remaining brownfield sites in accordance with the site search sequence and seek to minimise pressure on BMV agricultural land, subject to site-specific assessment.</p> <p>The Council has taken into account the full SA site assessment findings detailed in Appendix G of the Sustainability Appraisal, to select an appropriate suite of proposed site allocations and infrastructure proposals</p>

<p>sites of national importance and the Well-Being of Future Generations.</p>	<p>Object to Land South of Bridgend (Island Farm) due to negative impacts on biodiversity, species and habitats</p>	<p>to meet identified needs. Informed by this SA Report, the Candidate Site Assessment confirms and provides reasoned justification for the outcome of the site selection process in respect of each candidate site. The Deposit Plan has only proposed site allocations where capacity was clearly demonstrated to accommodate the respective level of growth within the settlement and/or necessary facilities and infrastructure improvements could be provided in support of the development. The final selection of proposed allocations, and accompanying justification, is provided in the Candidate Site Assessment.</p>
<p><u>Island Farm, and Biodiversity</u></p> <p>In response to “The State of Nature Report” 2019 and the catastrophic declines in the Biodiversity of Wales (one of the least biodiverse in the world), the Senedd, Nature Recovery Action plan for Wales 2020-2021 states, “Maintaining and Enhancing Resilient Ecological Networks – spatial action to deliver benefits for biodiversity, species and habitats, avoid negative impacts and maximise our well-being”. “For public authorities subject to the section 6 biodiversity and resilience of ecosystems duty under the Environment (Wales) Act, maintaining and enhancing biodiversity in the exercise of their functions should drive the mainstreaming of action into public service delivery”. And NRAP states that to recover nature we must: - build resilient ecological networks and mosaics across our whole land and seascape to safeguard species and habitats and the benefits they provide - address the root causes of biodiversity loss, not just the symptoms - understand the role that nature plays in our lives, livelihoods and well-being - invest in improving our evidence and monitoring for the long term - recognise and value biodiversity in our accounting and decision making across sectors and portfolios - demonstrate the value we place on biodiversity through governance, and support for skills and capacity. Maintaining and Enhancing Resilient Ecological Networks (nature networks) (to reverse the decline in biodiversity and adapt to climate change) - Restoring and maintaining the</p>		<p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough’s environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health. For development to be sustainable, it needs to be soundly based on good environmental assessments, and to be well planned and controlled with regard to its environmental impact, in order to conserve and enhance biodiversity.</p> <p>There is clear guidance and legislation with regard to the protection of species and habitats recognised in legislation, Planning Policy Wales (PPW) and TAN5 Nature Conservation and Planning. The most relevant statutory requirements are set out in Section 61 of the Planning and Compulsory Purchase Act 2004, the Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2016 Section 6 Biodiversity and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Section 11 of the Countryside Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN5 lists all the other relevant legislation.</p> <p>To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strategy will seek to enhance the biodiversity and resilience of the County Borough’s ecosystems through native species landscaping, careful location of development, the creation of green corridors, and open space management. It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals. All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider social needs of local communities. Only in exceptional circumstances, where it is in the public interest, will new development be located where it may have an adverse impact on sites designated for their importance for nature conservation. Robust mitigation and compensation will be provided wherever this situation is unavoidable, in line with considered advice from statutory and advisory organisations.</p> <p>The Environment Act (Section 6) sets out a framework for planning authorities to maintain and enhance biodiversity to provide a net benefit for biodiversity through a proactive and resilient approach. Policies SP17 and DNP6 of the LDP set the framework to deliver on this premise, as set out in Policy 9 (NDF). Policy DNP6 (LDP) will be revised to ensure it is based on a net benefit approach to achieve these outcomes.</p> <p>It is acknowledged that Strategic Allocation PLA2: Land South of Bridgend (Island Farm) contains a Site of Importance for Nature Conservation (SINC) (The Island Farm POW Camp) of which covers 14.03 hectares of land within the allocated site. PPW identifies SINC’s as local non-statutory protected sites. Paragraph 6.4.20 states that ‘Although non-statutory designations carry less weight than statutory designations, they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection in development plans and the development management process.’</p> <p><i>Existing Consent</i></p> <p>In relation to Strategic Allocation PLA2: Land South of Bridgend (Island Farm), development has already lawfully commenced on this site. The Island Farm mixed use development comprising sport/leisure/commercial and</p>

Protected Site network - Restoring and creating habitat outside protected sites to build nature networks and mosaics - Maintaining and enhancing species of principal importance for Wales”

For public bodies subject to the WFG Act, achieving the Resilient Wales goal alongside the six other well-being goals should drive delivery of action for biodiversity.

The SINC at Island Farm is home to two priority 1 European protected species, Dormice and Lesser Horseshoe Bats. It is argued that owing to issues of light pollution, predation, habitat fragmentation and loss of feeding area, the biodiversity acknowledged by the SINC status of the old POW site would be adversely affected to a high degree, by the development of 847 houses abutting it. As stated in the objectives to the LDP Review, **proposals should protect local diversity, character and sensitive environments.**

The presence of the SINC within the development boundary leaves it vulnerable to development at some future point particularly if it loses its SINC status when next reviewed.

Environment (Wales) Act 2016 states;

“A public authority must take account of the resilience of ecosystems, in particular the following aspects-
(a) the diversity of ecosystems
(b) the connections between ecosystems
(c) the scale of ecosystems”

This council strongly objects to the inclusion of the SINC within the development boundary.

To embed the SINC physically and by planning boundary into a high-density housing development risks being in breach of the above act.

office uses was granted Outline planning permission on 14th March 2012 (P/08/1114/OUT). The permission was subject to a Section 106 Legal Agreement (Legal File Refr: E40-275) that controlled highway works, land dedication, management plans, contributions and matters relating to travel and management plans associated with the stadia development. A series of reserved matters consents were granted for an indoor tennis centre, (P/14/354/RES refers), landscaping and ecological works, (P/14/823/RES refers), and highway and drainage infrastructure (P/14/824/RES refers). The Outline permission included the standard time limit conditions for the submission of reserved matters and the commencement of development. The final approval of reserved matters was issued on 12th June 2015.

The Outline planning permission included approval for the construction of a new traffic light controlled junction on the A48 that would serve as the primary access to the development site. The road construction would however pass through an area of local ecological value – the Island Farm Prisoner of War Camp Site of Importance for Nature Conservation (SINC). Under the Conservation and Habitats and Species Regulation 2010, a conditional European Protected Species Licence was issued. In order to comply with the licence and to prevent the new access road from fragmenting the dormice population, the developer proposed to construct and plant the approved ‘Green Bridge’. However, access to the site could not be formed from the A48 until the Green Bridge had been established. Under a non-material amendment to the outline planning permission and application P/17/29/FUL, the Council consented a temporary construction access from Ewenny Road/New Inn Road to allow a sequence of ‘enabling works’ that had been approved under P/14/354/RES and P/14/824/RES. These ‘enabling works’ are described as:

- The setting up of the site facilities via Island Farm Lane and New Inn Road to provide the site facilities and temporary internal roads for the delivery of earth moving plant to the site;
- Undertaking earthworks to form a plateau for the Tennis Centre;
- Undertaking the earthworks, drainage works and form the sub base to the internal access road working from the boundary adjacent to the interconnecting spur with the adjacent Technology Drive;
- Break through the boundary hedgerow and construct the proposed road link between the Island Farm site access road and Technology Drive. Install the incoming services infrastructure that will access the site via Island Farm Lane. Construction access herein to be via Technology Drive;

The aforementioned works were commenced in July 2017 in accordance with the above consents and the details agreed in relation to the pre-commencement planning conditions. Under the definitions within the planning obligation, the aforementioned works constituted a ‘commencement of development’ triggering a number of obligations in relation to highway works. A deed of variation to the original agreement was signed on 11th October 2018 which reconciled the enabling works (phase 0) with the original obligation. On the basis of the above, the ‘enabling works’ constituted a material operation and a lawful commencement of reserved matters consents P/14/354/RES and P/14/824/RES. The works have not been completed but the Council’s opinion is that the permissions are extant.

Notwithstanding the extant planning permission, based on the revised mix of uses now proposed on the site, there is considered to be an overriding need for the development. Re-allocation of this site will enable accommodation of sustainable growth enshrined in placemaking principles, deliver affordable housing in the highest need part of the County Borough and enable delivery of two schools on the site, including relocation of Heronsbridge Special School. It will also enrich active travel and green infrastructure networks within Bridgend through creation of a ‘green lung’ that will connect the site to the Town Centre via Newbridge Fields. Development of this edge of settlement site would accord with the Preferred Strategy, channel growth to the Primary Key Settlement of the County Borough and make a significant contribution to the housing need identified in the LHMA. The site promoter has also provided extensive supporting information to evidence the site is both viable and deliverable.

5.5.39 Under the Environment (Wales) Act 2016, the Council is required to maintain and enhance biodiversity and promote the resilience of ecosystems. It is therefore essential that a balance is achieved between the need for development and the need to protect existing habitats and species which contribute to the general biodiversity of the County Borough. It is the aim of Policy DNP6 to achieve that balance between the location, design, and layout of development or redevelopment, and the need to conserve that site's biodiversity interest, whilst also taking into account the interests of any adjacent nature conservation resources.

5.5.40 The Bridgend County Borough Local Biodiversity Action Plan (Biodiversity and Ecosystem Services Assessment and Revision 2014) maps the existing ecological network and also identifies locations where ecological connectivity has the potential to be enhanced. Development proposals must achieve biodiversity net gain or ecological enhancement through implementing a range of opportunities as identified within the Action Plan.

Included in the Assessment is “**Merthyr Mawr Farmland, Warren and Coastline**”. This stretches inland as far as the A48 by Laleston at the far west end to include the majority of PLA2(2) at the Eastern end. “**pipistrelle, lesser horseshoe bats and hazel dormice have been recorded in this area**”, it goes on to note “**Risks to notable habitats; Rinks include Urban encroachment south from Bridgend**”. Both PLA2(2) and COM1(2) lie within this area and all three species are notably present at Island Farm.

Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A final masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner. This will need to demonstrate how the development will create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape, SINC, adjacent Grade II* listed Merthyr Mawr House, existing housing clusters, community facilities, Active Travel Networks and public transport facilities. An illustrative masterplan will also be included in the final version of the Replacement LDP to enable all parties to understand how the site will be developed in broad terms, including proposed land uses, access, infrastructure requirements, constraints and areas of protection. This masterplan will clearly identify the location of the SINC in the context of the wider allocation.

Ecological mitigation measures already implemented

As part of the existing consent, a mitigation strategy was produced in 2009 to offset the impacts of the development. It was proposed that the SINC and south west field would become a wildlife conservation area within the new development. Surveys at the site found dormice *Muscardinus avellanarius* to be present, both within the woodland and scrub in the SINC and in the hedgerows of the agricultural fields. These areas are also known to be used by bats for foraging and commuting purposes, and the SINC area contains a roost site for lesser horseshoe bats *Rhinolophus hipposideros* and brown long-eared bats *Plecotus auritus*.

As part of the development process some areas of these habitats were to be lost, and modification to the remaining areas due to the impacts of the development, including noise and light spillage. Part of the mitigation strategy to counter these losses included the creation of new habitats suitable for the relevant species. As such, habitat design was guided by the requirements of the protected species of which had the potential to utilise the site. In addition to dormice and bats, a further condition of the existing consent required the habitat requirements of Great Crested Newts *Triturus cristatus* to be taking into account.

The habitat design for the consented scheme included:

- **Tree and Scrub Planting:** translocation and planting new trees and scrub in the south-west field, providing an alternative for displaced animals, including dormice, bats, and shelter for reptiles and amphibians.
- **Hedgerow Enhancement:** enhancement and translocation of hedgerows from the centre of the site to the eastern site boundary has been undertaken, to create continuous hedge lines which help to buffer the expanded SINC site, and to filter out noise and light from development. Additionally, it provides a continuous flight line for bats and allow dormice to disperse more easily along the hedgerows.
- **Bat Roosting Building:** a purpose-built bat roost building has been constructed within the south-west field, providing a suitable roost site for both lesser horseshoe and brown long-eared bats, which have both been found roosting in the old hut within the SINC. The building was constructed on the lesser horseshoe key flight line to enable them to rapidly locate it, and also be close to good feeding habitats on the Merthyr Mawr and the River Ogmore.
- **Dormouse Nest Boxes:** 35 dormouse nest boxes placed within the field, to provide shelter for dormice that are to be displaced from other areas of the site. Placed within the north-east and south-east hedgerows, at approximately 10m interval.
- **Pond creation:** two new ponds have been created within the south-west field, with the primary aim of providing habitat for Great Crested Newts.
- **Grassland Creation:** rough grassland created around the pond to mitigate loss of existing grassland.

Proposed mitigation

As part of the proposed development of Strategic Allocation PLA2: Land South of Bridgend (Island Farm), an ecological appraisal of the site has been prepared by Ethos Environmental Planning in order to:

The presence of a dense housing development at PLA2(2) next to the SINC is a severe threat to its value for wildlife. There is simply not enough space to provide for the wellbeing/recreation requirements of a dense housing developments and also for the space and relative peace required by the ecosystem of the SINC to flourish. The fact that BCBC has chosen to keep the SINC within the development boundary further indicates a lack of intent to support biodiversity.

Further independent advice may be sought from a professional ecologist regarding the potential pressures a dense housing development would have on this site and how best to enhance its value in the wider bio-diversity context for presentation to BCBC and the planning inspector.

DNP6: Biodiversity, Ecological Networks, Habitats and Species; All development proposals must contribute to biodiversity net gain and improved ecosystem resilience.... Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species.

Development proposals that result in an adverse effect on the connectivity of biodiversity and ecological networks and/or have a significant adverse effect on the resilience of protected habitats and species will only be permitted where:

1) The need for development outweighs the nature conservation importance of the site;

2) It can be demonstrated that there is no satisfactory alternative location for the development which avoids nature conservation impacts.

- To establish baseline ecological conditions and determine the importance of ecological features present within the specified area;
- To identify the existing habitats on site;
- To identify the potential for protected species;
- To identify if any further surveys are required with regards to protected habitats or species; and
- To identify any key ecological constraints and make recommendations for design options to avoid significant effects on important ecological features/ resources.

General habitat – Existing

The site was found to be comprised predominately of arable land in its winter stubble with very few plant species noted. The arable field margins provide good habitat for a range of species and buffer the existing hedgerows. There were numerous hedgerows across the site which ranged from mature hedgerows with trees and hazel coppice, to intensively managed species-poor hedgerows which dissected the arable fields. Two hedgerows had been translocated recently to the eastern boundary and appeared to show new growth.

Two ponds which were created as part of the previous applications' ecological mitigation works were noted; however, neither was holding much water. Whilst there was very limited aquatic vegetation in the pond, vegetation in the immediate area included large swathes of tall ruderal and ephemeral/short perennial.

Part of the site, in the northern section, was designated as a SINC partially due to the mosaic of grassland, woodland and scrub. This area is proposed for retention within the current masterplan, with the exception of an access road. Part of the site had been subject to clearance to enable works from the previous development proposals. The area cleared was not within the SINC identified on site. Detailed surveys will be undertaken to consider the botanical diversity of this area.

Part of the area was brownfield land and whilst it was not an appropriate time of year for botany surveys, it was apparent that there were varied nutrient levels and areas of disturbed ground which are likely to result in higher botanical diversity.

Built structures were also noted. These included 'Hut 9' a former prisoner of war camp from World War 2 located within the woodland in the north of the site and a dedicated bat roost located in the south-west of the site. A number of sink holes were noted across the site. These ranged from those which had apparently been present for a long period of time and had mature trees growing within them, to those very recently emerging and just comprising of small areas of collapsed earth.

Natural Resources Wales (NRW) states that consideration will need to be given to protected species (Hazel Dormice, Lesser Horseshoe Bats, Brown Long Eared Bat records on site). Furthermore, NRW states that consideration will need to be given to impacts on the SINC, and habitat – ancient mature hedgerows and woodland.

As such the ecological appraisal also considered the following species:

Dormouse

The site contains hedgerows and woodland of which were assessed to hold high value for dormice. The previous surveys identified the presence of dormice within the SINC located in the north of the site. It was therefore assessed that further surveys would be required to update the status of the site for this species and to inform detailed proposals for the site.

Riparian mammals

The River Ogmore was present along the eastern edge of the Craig-Y-Parcau, with records of both otter and water vole found south of the site. However, the previous surveys identified no evidence of riparian mammals

It is argued that the need for development does not outweigh the nature conservation of the site simply because it is said to be so. The caveat might be used simply to deflect criticism of the inclusion of both PLA2(2), as well COM1(2), the latter of which largely comprises “**semi natural woodland and wetland network**”.

Regarding PLA2(2), it is argued that to protect the ecosystem of a vulnerable SINC into the future is simply not possible through mitigations in the face of a development of the density and proximity proposed.

within the development area. Considering the presence of previous records in the area and suitable habitat directly adjacent to the site, it is recommended surveys are undertaken for these protected species and to inform detailed proposals for the site.

Great crested newt

The previous surveys assessed the ponds to be unsuitable for great crested newt (GCN) and that GCN were absent from the site. Since then, it is understood that the previously surveyed ponds have been removed and new wildlife ponds created in the south-west of the main site area. The two water bodies identified during the walkover had relatively low water levels and limited aquatic vegetation. The current proposals indicate the retention and protection of the ponds. Nevertheless, they could provide suitable breeding habitat for amphibians and it is recommended that a Habitat Suitability Index of each of the ponds within 500m of the development site to inform detailed planning application.

Birds

There was a mix of permanent pasture and arable land providing suitable habitat for farmland birds. Also, the hedgerows and their margins within the fields was assessed to provide potential habitat for ground nesting birds. The woodland, hedgerows, scrub and scattered trees were assessed to have high potential for breeding birds. Evidence of barn owl was found in a stable in the south-east of the site. Further surveys for breeding birds have been recommended within section 5 to inform detailed proposals for the site.

Bats

The previous surveys identified roosting lesser horseshoe and brown long-eared bats within Hut 9 in the woodland in the SINC. Since the previous surveys were undertaken, a dedicated bat roost has been created in the south-west of the main site. Additionally, the built structures within the Craig-Y-Parcau area were in extremely poor structural condition and a wide range of bat roosting features were visible for the external walkover. They were assessed to hold high potential for roosting bats. Therefore, it was assessed that an updated assessment of the structures should be undertaken to assess their status for roosting bats. Additionally, emergence/re-entry surveys are recommended. The habitats within both sites contained woodland and hedgerows, offering potential commuting, foraging and roosting habitats for bats may provide potential commuting and foraging habitats for bats. A number of mature trees were also noted which could have potential roosting features for bats.

Badgers

The habitats on site were comprised of woodland, grassland and arable land which have potential to support badgers. However, it should be noted that the previous survey identified badgers to be absent from the site.

Reptiles

Much of the site was comprised of arable land and agriculturally intensified grassland providing negligible potential for reptiles. The key features were assessed to be the sections of grassland and scrub located at the woodland edges. The site was comprised of common and widespread habitats providing low potential habitats for invertebrates. No detailed surveys will be required.

SINC Review

A SINC review undertaken by the Wildlife Trust indicates that the on-site SINC does not appear to have changed significantly since 2011's survey and therefore still qualifies as a SINC. The small section of woodland in the field to the south-east is worth removing from the citation as it is isolated and does not appear to add to the site's value. The woodland varies in quality but appears to offer habitat for dormice and bats and there are numerous woodland indicator species. The grassland is not particularly species-rich but adds to the site as a whole. The site suffers from antisocial behaviour including fly-tipping, frequent drug use and signs of semi-permanent habitation that is detrimental to the biodiversity of the site.

The review recommended that dormouse tubes are replaced and monitored and that antisocial activities are reduced where feasible. Although the grassland areas are not very diverse they add to the diversity of the site and some scrub control to stop their loss is recommended though not a priority.

5.5.6 of the LDP states “To comply with the Environment (Wales) Act 2016 (Section of Duty) the LDP strategy will seek to enhance the biodiversity and resilience of the County Boroughs ecosystems through native species landscaping and careful location of development..... Only in exceptional circumstances, where it is in the public interest, will new development be located where it may have adverse impact on sites designated for their importance for nature conservation.

Merthyr Mawr Community Council questions the exceptional circumstances and the public interest that necessitate development on PLA1(2) and COM1(2). To develop these sites will not only negatively impact the biodiversity of the sites themselves but also the richly biodiverse area to the south which encompasses the woods and small field systems surrounding Merthyr Mawr for

Overall

PPW identifies SINC's as local non-statutory protected sites of which carry less weight than statutory designations, however it is acknowledged that they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection. As such, the Masterplan relating to allocation PLA2: Land South of Bridgend (Island Farm) has included a number of measures to address previously identified ecological constraints including the retention of the majority of the SINC and protection of the artificial bat roost and hedgerows. Furthermore, the masterplan for Island Farm has indicated the retention of SINC land within the site boundary, with the exception of the access road from the A48. Areas of ecological value are proposed for retention including existing sink holes; which offer value for a range of invertebrates, and an ecological enhancement area located in the south-western field; previously enhanced for ecology in relation to the 2008 sports village application. The masterplan also indicates retention of continuous green areas to ensure a continued network of green and blue infrastructure.

Further work and surveys are to be undertaken from an ecological perspective in line with the recommendations of the ecological report. However, there were no 'show-stoppers' found at this stage, with appropriate mitigation measures available to ensure that the development of the site is acceptable and any related impacts can be minimised.

NRW support the commitment for the future development of the site to follow a Green Infrastructure led approach so that the mixture of uses will be fully integrated and designed around the SINC.

Overall, the site has an extensive planning history which has demonstrated that the site can be developed in an ecologically sensitive way through careful scheme design and the use of mitigation measures. Policy PLA2 will ensure that the proposed uses through outlined development requirements are fully integrated into the future development of site.

Informed by the Sustainability Appraisal Report, the Candidate Site Assessment published to accompany the Deposit Plan confirms and provides reasoned justification for the outcome of the site selection process in respect of each candidate site. Identification of appropriate Sustainable Urban Extensions has been undertaken in accordance with the Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the Plan. This includes the Candidate Site Assessment, Spatial Strategy Options Background Paper, Housing Trajectory Background Paper and Minimising the Loss of BMV Agricultural Land Background Paper. The rationale for the proposed allocations within the Deposit Plan is clearly outlined in the Candidate Site Assessment. Without exception, all proposed sites are supported by a large body of technical and viability evidence to demonstrate their deliverability. This strong evidence base justifies selection of all proposed allocations, including Land South of Bridgend (Island Farm). The supporting independent financial viability assessment demonstrates that Land South of Bridgend can fund the necessary supporting infrastructure and 20% affordable housing provision in accordance with the needs identified in the LHMA.

Question the exceptional circumstances and the public interest that necessitate development on PLA1(2) and COM1(2).

which the green wedge, comprising largely of Island Farm and Craig-Y-Parcau, act as a buffer from the pressures of the urban conurbation.

It is further argued that the wellbeing of the ecosystem at Island farm SINC is intrinsic to the functioning of the biodiversity network stretching from Craig-Y-Parcau nature Reserve by Newbridge Fields down the Ogmere Valley through mixed woodland and small field systems to the SSI and SAC Merthyr Mawr Warren National Nature Reserve and the Heritage Coast.

PLA2(2) and COM1(2): Road network / active travel

There is a serious question to be asked in relation to the number of houses. The developer's "Transport Strategic Appraisal" is working on 733 houses at 40 houses per hectare which presumably covers all the available space after the SINC, existing "nature area" including bat roost, sink holes, schools, commercial/community area, pylon corridor etc are taken out (as shown on the indicative plan). The LDP however is allocating the site for 847 houses. Merthyr Mawr Community Council questions this discrepancy and wonders where the extra 2.85 hectares is coming from.

The requirement that new developments be within easy distance of town centres, as well as public and active travel networks, to help drive down emissions and curb climate change, is understood. This however does not sit well with PLA8(9), the planned dualling of the A48 from Waterton to Laleston. In actuality there is no reason to believe that car use is going to reduce although the fast take up of electric cars may well reduce carbon emissions in the long term. It is envisaged that with the 2500 odd houses planned from Parc Afon Ewenni at Waterton to Laleston, the dualling of this section will

Query the discrepancy between the number of homes detailed in Island Farm's Transport Strategic Appraisal (733 homes) and the allocation (847 homes).

De-allocate Island Farm and Craig Y Parcau due to potential traffic congestion, highway safety concerns and insufficient pedestrian and cycling linkages.

The viability of dualling of the A48 is also questioned

The proposed allocation is supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. This robust evidence has shown the site can accommodate 788 dwellings. The site's evidence base has been updated to reflect the number of dwellings the development is expected to deliver and an indicative masterplan has been appended to the Replacement LDP. The various transport issues relating to the proposed development have been duly considered in tandem with the Strategic Transport Assessment. This has informed appropriate mitigation for the anticipated transport impacts of the scheme.

Proposed Policy PLA2 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.

The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.

The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.

Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel

become more of a necessity. The current and future projections of all the roundabouts are over capacity during rush hours and other busy periods. The experience of people living next to and using the road network, which also includes Ewenny Road, is often of even more hold-ups and congestion at weekends than at rush hours. It is not within the expertise of this council to comment on how the dualling of the A48 would ease congestion on the road network, but the viability and deliverability, given constraints such as the bridge over the river and the railway bridge, must be questioned. This council certainly questions the wisdom of so much development over the next 12 years along this stretch of road.

The actual ability of people to access town, shops, schools etc when the housing developments are stranded on the “wrong” side of the road, is a very real issue which is certainly not addressed sufficiently in the LDP. In order for the developer to be able to afford the contributions to the infrastructure upgrades and irrespective of the actual housing needs, it will be necessary, at Island Farm, to build a high-density development. This is however, inimical to the requirements of, and within, the LDP with regard to Placemaking and active travel (being on the wrong side of a busy road). Residents of Island Farm have brought to the attention of this council, the danger of crossing the A48 and near-misses at the existing pedestrian crossing signs. It is argued that this danger is bound to increase with more development to the south of the A48. It is contrary to the stated aims in the LDP to promote wellbeing. It would certainly not allow for active travel given the extensive and dangerous barrier of the A48 to both developments and would clog up existing rural lanes. The dualling of the A48 would be putting a fast road with overtaking through an urban area. This would be contrary to placemaking principles, contrary to active

demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.

Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).

Reference to the proposed road dualling of the A48 has been removed from the Replacement LDP, with intentions focussed on capacity enhancements between Waterton and Laleston, A48/A473, Bridgend.

Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages between the site, the Town Centre and surrounding environs to address the representor’s concerns in this respect. In addition proposed Policy PLA2 will require the site’s green infrastructure network to extend to Newbridge Fields, thereby capitalising on proposed active travel route INM-BR-49 and establishing a ‘green lung’ that connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents.

The site promoter’s Transport Assessment has identified that with exception of the A48 proposed site access junction, and the Ewenny Road Roundabout in the AM peak hour, and the B4265 / Ewenny Road junction in both peak hours, the revised Island Farm proposals will result in lower traffic flows through all junctions across the assessment network over both the AM and PM peak hour periods, compared to the previous consented development proposals on the Island Farm Site. As the consented flows are technically already considered to be existing on the highway network, this revised scheme will provide traffic reduction improvements across the local highway network. Previous assessment work on the Island Farm site has identified that the Broadlands Roundabout, Ewenny Roundabout, and Picton Close Junction all show capacity issues in forecast year assessment scenarios both including and excluding the consented Island Farm proposals traffic. Although the revised Island Farm proposals in general bring traffic reductions across these junctions (from what was previously consented), with consideration of background traffic growth alone, these junctions will still likely require mitigation to operate within capacity during future forecast years. The reduction in flows as a result of the revised Island Farm proposals however, may mean that any mitigation measures implemented can potentially achieve greater capacity improvements at each junction. The revised proposals at the Island Farm site include three separate vehicle access points onto the local highway network (compared to just two within the consented scheme). All three site access junctions are expected to operate within capacity under the revised Island Farm proposals. An updated assessment at all three identified junctions, and the site access junctions will be undertaken as part of a future supporting Transport Assessment for the revised Island Farm development, which will ideally include up to date baseline traffic flows as the basis for the assessment (Covid restrictions allowing).

travel and would present a serious safety issue.

Sustrans Route 88 is planned to stretch from Caerleon to Margam. The route through the Vale of Glamorgan stops at the junction of Ewenny Road and Wick Road. Neither Ewenny Hill nor New Inn Road are attractive for cycling due to relatively narrow roads and car traffic. The increase in traffic as a result of development south of the A48 will be detrimental to cycle and walking networks which both significantly improve mental and physical health outcomes.

The LDP makes a favourable comparison, in terms of traffic volumes, with the previous application for sports village and science park extension, which was granted approval. This council, whilst not being experts in traffic reports, suggests that this is far from a like for like comparison and therefore respectfully questions the inclusion within the LDP deposit consultation document, and may be seeking further expert clarification in due course to present to the Council.

It is known that nitrogen dioxide levels on the roads around Ewenny Roundabout have exceeded the legal safe limit. Increased traffic pressure on this road network will exacerbate that problem most certainly for existing residents but also potentially for the SINC, **“In addition to affecting health, air quality also impacts the environment. Between 2013 and 2015, 44% of sensitive habitats across the UK were estimated to be at risk of significant harm from acidity and 63% from nitrogen deposition”**. states DEFRA in “UK plan for tackling roadside nitrogen dioxide concentrations”.

Further information regarding this matter may be sought by Merthyr Mawr Community Council.

De-allocate Island Farm and Craig Y Parcau as the developments will exacerbate nitrogen dioxide levels on the roads around Ewenny Roundabout

Welsh Government policy guidance requires local authorities to publish an Annual Progress Report by 31st December of each year which monitors results for the previous calendar year, provides a progress report on action plan implementation, and provides updates regarding new policies or developments likely to affect local air quality. Where local and national air quality objectives are not to be achieved, Air Quality Management Areas (AQMA) must be identified where there is a requirement for the local authority to prepare a Local Air Quality Action Plan detailing measures to improve air quality.

The 2020 Annual Progress Report confirms that air quality in BCBC meets the relevant air quality objectives as prescribed in the Air Quality (Wales) Regulations 2000 and the Air Quality (Amendment) (Wales) Regulations 2002. A single AQMA is designated in BCBC, this being located along Park Street in Bridgend town centre and is designated due to high levels of NO₂. This was designated in January 2019 and is located approximately 1km north of Island Farm. BCBC have monitored the NO₂ and PM₁₀ levels at Ewenny Cross (the roundabout with the A48 and the B4265) since 2011. The 2020 Annual Progress Report did not recommend that an AQMA is designated at Ewenny Cross and overall recommended that no further Air Quality Management Areas (AQMA) are designated across BCBC.

An Air Quality Assessment was undertaken and submitted as part of the sports village proposals on the Island Farm site. It was based on vehicular movements that the sports village would generate, namely infrequent but regular peaks (and high levels of coaches and busses) interspersed with non-peak periods where modest levels of vehicular movements would be generated. At Island Farm, during the assessment of proposals for the sports village it was concluded that the use of appropriate mitigation measures could deliver an acceptable solution,

It is the view of this council that increased pressure on the road network, health service, dangers of harmful air pollution, effects on biodiversity and loss of high value food production land render SLA2(2) unsustainable. The potential impact on Schwyll of building a large development as well as the impact on an overloaded sewerage system should also be examined in depth for issues of sustainability.

PLA1(2) and COM1(2): Impact on “Distinctive and Natural places”

“To promote, conserve and enhance the natural, historic and built environment of the County Borough”.

5.5.1 of the LDP states “The special and unique characteristics of the natural and built environment help attract investment, promote the county borough as a tourist location and provide cultural experiences and healthy lifestyles for its communities. Conserving and enhancing the natural and historic environment is therefore a key function of the LDP, although this needs to be balanced with the facilitation of sustainable economic growth in order to contribute to the national placemaking objectives of PPW.”

5.5.34 For most development to integrate successfully into its surroundings, implementation of a landscaping scheme will be required. In exceptional circumstances, where development of an incompatible design or scale, or in a location not respecting of the landscape context, is necessary and acceptable, suitable mitigation measures will be required.

It is argued that 847 houses at Island Farm will most certainly be incompatible with the high landscape values and conservation and tourist attraction area to the south. It is

De-allocate Island Farm and Craig y Parcau as the number of homes will be incompatible with the high landscape values, conservation efforts, heritage assets and tourist attraction area to the south

albeit that assessment was based on a very different set of proposals which could have a different impact on air quality.

Nevertheless, a full Air Quality Assessment will be undertaken and submitted as part of any future planning application but the site’s location and associated planning history suggest that matters relating to air quality would not preclude the development of Island Farm.

A Landscape Character Assessment for Bridgend County Borough was prepared by LUC and published in 2013. The document provides guidance on landscape character and, following the adoption of the Local Development Plan, supplements the Green Infrastructure, Biodiversity and Landscape Supplementary Planning Guidance. The Assessment categorises undeveloped land into 15 Landscape Character Areas (LCAs) with the site in question being located within the “Merthyr Mawr Farmland, Warren and Coastline” which runs north-eastwards up from the coast to the southwestern fringe of Bridgend. The Assessment emphasises that the majority of the Merthyr Mawr Farmland, Warren and Coastline LCA falls within the Merthyr Mawr Special Landscape Area, recognising designations such as Merthyr Mawr Warren SAC, SSSI and NNR, Newton Fault RIGS, several Scheduled Monuments, Merthyr Mawr village Conservation Area and the Grade II* Registered Park and Garden of Merthyr Mawr House. Much of the landscape is designated as of Outstanding Historic Importance and all of the coastal area lies within the Glamorgan Heritage Coast. The Assessment also identifies key landscape sensitivities to development-led to change, stressing the importance of protecting the nationally important archaeological and cultural heritage of the landscape as an integral part of the wider Landscape of Outstanding Historic Importance, including prehistoric and medieval remains, the dunes’ ancient buried archaeology and the Grade II* Merthyr Mawr Estate. The Assessment recommends implementing management strategies for their continued survival and visibility in the landscape, including through appropriate land management practices and recreation management. As such, the importance of this landscape, and the need for landscape mitigation measures for any local development proposal, is clearly recognised within the Replacement LDP’s evidence base and this will be further emphasised within the supporting text to PLA2(2) for completeness.

In particular, the southern boundary of the Land South of Bridgend (Island Farm) proposed allocation is important as it lies adjacent to a historic landscape as identified by the LCA. The Replacement LDP will seek to protect and conserve this landscape’s character and features by appropriate development mitigation measures. Policy PLA2 will ensure the design and layout of the site has regard to the surrounding landscape, minimising visual impacts through the inclusion of mitigation measures that provide links with the existing landscape and access features. Appropriate landscaping treatments must be utilised along the southern fringes of the site in order to minimise visual impacts on adjacent uses.

There will, undoubtedly, be an element of landscape change, although, as aforementioned, the existing permissions (P/08/1114/OUT, P/14/354/RES, P/14/823/RES and P/14/824/RES refer) on the site are considered extant. A Landscape and Visual Impact Assessment (LVIA) was undertaken as part of the Environmental Statement submitted alongside the 2008 outline application for the sports village at Island Farm. The LVIA evaluated the significance of landscape and visual impacts by assessing the sensitivity of the existing baseline landscape and visual resources of the application site and wider area and the magnitude of the change that would occur to the site and surroundings during the various phases of the development. The LVIA was prepared on the basis of proposals for a sports village which included buildings of close to 20m in height as well as, in the cases of the proposed stadia elements, a high level of massing. The LVIA concluded that “while there will be permanent residual views of buildings, these will be predominantly negligible, minor or moderate significance

argued that it is not possible to mitigate against the adverse impact that a development of this size and density would have on the SLA landscape context just to the south west of PLA2(2).

“The settings of SLAs will be protected with consideration of the views from those areas to the settlements of the County Borough.”

Protections should be afforded to the SLA immediately to the south/west of the Island Farm development area, New Inn Bridge, a Grade 2* listed structure and Grade 2 listed Merthyr Mawr House and gardens (CADW register of Landscapes, Parks and Gardens of Special Historic Interest in Wales) the boundary of which lies 60 metres away from the development. Island Farm lies partly within an “Area of Historic Landscape covered by the CCW/Cadw/ICOMOS UK part 2.1 Register of Landscapes of Outstanding Historic interest in Wales/ Part 2.2 Register of Special Historic interest in Wales”, one of only 58 in the whole of Wales; HLC 018 (Ogmore) immediately to the south, HLC 012 (Merthyr Mawr) and of course HLC 017 (Ochr Draw and Island Farm).

COM1(2) overlooks New Inn Bridge and abuts Merthyr Mawr Registered House and Gardens. It also abuts SLA(9) and runs alongside HLCA 018.

5.5.92 states “The special and unique characteristics and intrinsic qualities of the natural and built environment must be protected in their own right for historic, scenic, aesthetic and nature conservation reasons. These features give places their unique identity and distinctiveness, whilst providing for cultural experiences and healthy lifestyles.”

following the implementation of the comprehensive mitigation measures at the end of the 15 year assessment period. Views are a subjective matter and have been assessed as being adverse because of the scale of change in the appearance of an undeveloped landscape. It is anticipated that the majority of receptors will embrace these community led proposals and be stimulated by the quality and appearance of this development. The loss of landscape features will be significantly compensated by the scale of proposed planting and through improved landscape management, will give rise to beneficial landscape and ecology effects in the medium and long term future”. A series of mitigation measures were recommended. Broadly, the same means of mitigation are proposed as part of the newly proposed development and will include strong boundary planting, the creation of an undulating roofscape, the use of muted recessive colours, the use of horizontal and vertical bands of colour and texture, and using cut and fill techniques to reduce perceived scale and mass of buildings. **It should also be noted that the proposed mixed-use development at Land South of Bridgend (Island Farm) will result in significantly reduced building heights and a reduced feeling of massing when compared to the previously permitted sports village scheme.**

The site promoter has equally considered the landscape effects in addition to mitigation measures. The site is not subject to any local or national, statutory or non-statutory landscape designations, albeit there are listed buildings and TPOs on the edge of the site (neither are directly affected by the proposed development). LANDMAP analysis reflects that the sites are not subject to any designations. Whilst scoring as “high” and “outstanding” against certain criteria, it also performs as “medium” and “low” for other criteria and overall the level of sensitivity is comparable to similar parcels of land on the urban fringe of Bridgend. Further, the development of the site is not considered to undermine any of the six landscape sensitivities that are identified as typifying the Merthyr Mawr Farmland, Warren and Coastline Landscape Character Area. A detailed, updated LVIA will be required to inform and accompany further masterplanning work (as part of a future planning application). This more detailed assessment will include finer details relating to roofscapes and landscaping.

The Replacement LDP is also accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).

In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under ‘Cultural Heritage’, which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.

For Land South of Bridgend (Island Farm), the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and listed buildings. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA2 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help

The designation of Island Farm for 847 houses which is above the 733 presented in the developer in their Transport Strategic Appraisal, demonstrates a lack of intent to afford due protection by the planning authority, in promoting such development that would negatively impact upon the SLA to the south and west of New Inn Road. It is the view of this council that this size and density of development is in breach of the council's own policy. The sheer quantity of designations within 500 metres of both the development boundaries, PLA2(2) and COM1(2), point to the uniquely conserved landscape that it lies alongside: 3 scheduled ancient monuments, 2 grade 2 listed buildings, 2 grade 2*listed buildings, a Special Landscape Area and the Registered Park and Garden PGW (GM) 12 (BRI).

It is strongly argued that the approach to Merthyr Mawr, i.e. New Inn Road and the wide open landscapes within which it sits, is intrinsic to the sense of place and attractiveness of the Merthyr Mawr/Coastal Ogmere and Ewenny Confluence Area. It should therefore be afforded a high level of protection.

COM 6 states: A lower density of development will only be permitted where: 1) Design, physical or infrastructure constraints prevent the minimum density from being achieved; or 2) The minimum density would harm the character and appearance of the site's surroundings.

Pursue a lower density of development at Land South of Bridgend (Island Farm).

address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA2 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan. The tourism and culture asset of Hut 9 will also be preserved and enhanced through improved linkages and active opportunities.

The proposed allocation is supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. This robust evidence has shown the site can accommodate a sustainable number of homes. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network. The Council does not agree that COM6 criteria 1) and 2) apply in relation to this proposal for the reasons outlined.

It is argued that, in the case of Island Farm, both (1) and (2) apply. Specifically, the character of the SLA would be degraded as would the attraction for tourism of the popular and nationally unique area of Merthyr Mawr and its surroundings which is home to 39 listed grade 2 and grade 2* listed structures and twelve scheduled monuments. These designations provide some testimony of an area of significant national historic interest, high value for tourism, and a natural resource for residents of the Bridgend area.

In Conclusion: The development of such a large scale and density at PLA2(2) as well as COM1(2) will irrevocably change the whole character of the southern area of Bridgend and detrimentally impact on areas of extremely high quality, historic landscape that are recognised in LANDMAP designations and afforded protection via previous LDP policies. It would degrade the landscape context and deny future generations the opportunity to enjoy this unique and nationally valued area. It would also erode the value of an important cultural and tourism asset.

PLA1(2) and COM1(2): Wellbeing of Future Generations

A Resilient Wales: A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience...

A Healthier Wales: A society in which peoples physical and mental wellbeing is maximised and in which choices and behaviours that benefit future health are understood.

It is argued that the area from the A48 south of Bridgend to the sea is of important and precious benefit to the wellbeing of residents in the locality of Bridgend and further afield. Testament to this can be

De-allocate Land South of Bridgend (Island Farm) due to potential highway safety issues relating to the Dipping Bridge

It must be noted that the proposed development and masterplan does not direct vehicles towards the Dipping Bridge. The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.

Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).

Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community

seen in the increase in visitor numbers to the area and the vast increase in people of all ages walking. New Inn Bridge or the Dipping Bridge, as it is far more commonly known, is a haven for children and teenagers of Bridgend. It would appear that Bridgend is fairly poorly served for outdoor recreation spaces, but New Inn Bridge does much to fill that vacuum in the Summer. The traffic presents a danger not just to the bridge (which is increasingly frequently damaged by cars and lorries) but to the many children who play on it throughout the warm weather. This is representative of the way roads around Merthyr Mawr are used for recreation, a fact that does not sit comfortably with the traffic increase which would accompany these developments. It is contended that, to be in compliance with the WFG Act, New Inn Road (increasingly a rat run) should be protected for future generations of walkers and cyclists to enjoy. Likewise the Conservation area of Merthyr Mawr is a delicate resource, the preservation of which is not simply a matter of caring for individual buildings, but also for the wider landscape within which it sits especially the accessibility for walkers and cyclists.

PLA1(2) and COM1(2) and Sustainable Population Expansion of Bridgend

4.3.26 states: This LDP is based on a balanced and sustainable level of growth that will facilitate the continued transformation of the County Borough into a network as safe, healthy, inclusive communities that connect more widely with the Cardiff Capital Region and the Swansea Bay Region.... This period (2013/14-2018/18) witnessed sustainable population growth, in part linked to the number of dwelling completions across the County Borough, which the replacement LDP seeks to continue.

4.3.27 states: Maintaining this trajectory (will result) in a population

De-allocate Island Farm and Craig y Parcau as the growth levels are not sustainable, the strategy relies on greenfield sites, there will be a loss in agricultural land and Bridgend will increasingly be used as a commuter area for Cardiff and Swansea

orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages between the site, the Town Centre and surrounding environs to address the representative's concerns in this respect. In addition proposed Policy PLA2 will require the site's green infrastructure network to extend to Newbridge Fields, thereby capitalising on proposed active travel route INM-BR-49 and establishing a 'green lung' that connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents.

Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.

Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development. Any Public Rights of Way will be maintained, protected and/or diverted within the development as appropriate.

The rationale behind the Growth Strategy is detailed within the Strategic Growth Options Background Paper and Employment Background Paper. These papers support and draw upon the evidence within the Demographic Analysis and Forecasts Report (2019), Demographics Update Addendum (2020), Economic Evidence Base Study (2019) and Economic Evidence Base Update (2021).

As documented within the Strategic Growth Options Background Paper, a range of growth scenarios were analysed and subsequently refreshed to determine the most appropriate level of growth to deliver the Replacement LDP's Vision, Key Issues, Aims and Objectives. The Deposit Plan has been underpinned by a balanced level of economic growth and housing provision, based on well informed, evidence based judgements regarding need, demand and supply factors (refer to the Strategic Growth Options Background Paper). This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.

As detailed within the Employment Background Paper, the Replacement LDP evidence base has evaluated a comprehensive range of growth options and analysed the link between different levels of population change and the size and profile of the resultant resident labour force. This has ensured development of a Growth Strategy that is most appropriate to achieve an equilibrium between the number of economically active people remaining

increase of 9.4% or 13,681 people over the plan period.

4.3.31 states: ... The strategy prioritises the development of land.... On previously developed brownfield sites.... However there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required.

It is argued that sustainability is not at the heart of this LDP. Bridgend grew by 12% in the 12 years up to 2018. The use of brownfield sites during this period allowed for this huge expansion. To do it all over again but this time largely on green fields and countryside, (approximately 230 hectares) is not sustainable in the same way. Bridgend may be prioritising brownfield sites but it is actually proposing to build on greenfield sites. The LDP states optimistically that this level of growth will support "growth of up to 500 jobs per year". Given that we are already well into that timeframe, it is assumed that the rough total in the remaining LDP period is around 6000 jobs. Given the 1600 job deficit resulting from the Ford factory closure last year, it is hard to match the projected job numbers (4400 over and above 2020), with the housing numbers and population increase (9.4% or 13,681 people). It is argued, and as hinted to above, Bridgend will therefore increasingly be used as a commuter area for Cardiff and Swansea.

The difference with this LDP is that, in order to support this continued population increase, the building is on delicate areas, such as Island Farm and Craig-Y-Parcau, on a frequently congested road network subject to excessive levels of nitrogen dioxide pollution, rather than the brownfield sites available during the previous LDP period. This is an erosion of

within and moving into the County Borough plus the number of employers relocating and/or expanding within the same vicinity. One of the key aims of the Plan is to minimise the need for out-commuting. The relationship between housing growth and employment provision has been very carefully considered to this end. Therefore, the Deposit LDP does not seek to transform Bridgend County Borough into a commuter area for Cardiff and Swansea, and this would be the opposite of what the strategy is seeking to achieve. The level of growth proposed is considered the most appropriate to achieve an equilibrium between new homes and employment provision, balanced against other key infrastructure requirements, and connected through enhanced active travel opportunities. This is detailed further within the Employment Background Paper.

The Former Ford Site was also considered within the Economic Evidence Base Update (2021) and Employment Background Paper to inform proposed Policy ENT5. The Economic Evidence Base Update (2021) highlights the need to quickly turn this economic blow into an economic opportunity. This can be achieved by offering business space to existing and new businesses, whilst seeking new options to retain the recently released, yet highly skilled workforce in the local area. In order to meet these aims, enable re-development of the former Ford Manufacturing Plant site and provide additional flexibility to the employment land supply, the Update (2021) recommends considering the site as a new development opportunity. The site has scope to make a much larger economic impact (in terms of jobs supported) than the old use as a new development opportunity. As detailed in the Employment Background Paper, it is acknowledged that re-development of the site will be a challenge and extensive enabling work will be required to bring the site forward in partnership with key stakeholders. A unique approach is required in this respect and it will be necessary to enable a flexible mix of economic uses, not necessarily akin to the type and density of uses previously accommodated on the site. This will simultaneously provide a greater degree of flexibility and choice to the employment land supply. The exact nature, type and mix of uses will be subject to refinement through future Supplementary Planning Guidance (SPG), although the re-development of the site will be primarily driven through economic use(s). A flexible approach will necessary to this end, acknowledging that a mixed-use development may be necessary to maximise this economic opportunity.

The Replacement LDP is based on a clear spatial strategy to help realise the regeneration aspirations and priorities of the Council, whilst balancing the need to deliver future housing requirements up to 2033. The Strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.

The justification for the Spatial Strategy is documented in the Spatial Strategy Options Background Paper. The Strategy is considered to best align with this Vision and also the Key Issues, Drivers, Strategic Objectives and Specific Objectives the Replacement LDP is seeking to address. It is considered most conducive to accommodating the level of growth identified in the Strategic Growth Options Background Paper and also delivering this growth through sustainable patterns of development that accord with the Planning Policy Wales'

the word “Sustainability” to a point of meaninglessness.

It is also noted that the agricultural land on the south side of the site was previously designated as high-quality Agricultural land, of which very little remains in the County. It also lies on land that was previously reserved for future sand and gravel extraction needs. It is likely that the high quality of the agricultural land and its potential as a mineral reserve must have been important material considerations taken into account before determining the 2009 HD application in which this area was restricted to open space/recreation and not hard edge built development.

Since no detailed planning applications (excepting the small area of the proposed Tennis Academy) have been approved in the intervening 12 years, the actual intention to build this £50 Million Sports Village must now be questioned. Reserved Matters have to be submitted within three years of an outline planning approval.

The LDP states that the **“final approval of reserved matters was issued in 2015. Enabling works have been undertaken on this site and constitute a material operation, meaning that respective reserved matters permissions are extant...and....will not result in the loss of any additional BMV agricultural land, as detailed further in the BMV Agricultural Land Background Paper”**

The enabling works which were granted permission 6 years after the initial outline permission was granted, comprised an entranceway and track which has never been used. It is therefore assumed that these “enabling” works were merely a means to keep the application alive and prevent the land from reverting to agricultural land, thus easing the presentation of the land into the register of candidate sites for the new LDP.

placemaking principles. It will maximise affordable housing delivery in high-need areas, promote viable sustainable development, enable delivery of significant remaining brownfield sites in accordance with the site search sequence and seek to minimise pressure on BMV agricultural land, subject to site-specific assessment.

The Council has taken into account the full SA site assessment findings detailed in Appendix G of the Sustainability Appraisal, to select an appropriate suite of proposed site allocations and infrastructure proposals to meet identified needs. Informed by this SA Report, the Candidate Site Assessment confirms and provides reasoned justification for the outcome of the site selection process in respect of each candidate site. The Deposit Plan has only proposed site allocations where capacity was clearly demonstrated to accommodate the respective level of growth within the settlement and/or necessary facilities and infrastructure improvements could be provided in support of the development. The final selection of proposed allocations, and accompanying justification, is provided in the Candidate Site Assessment.

Considerable weight has been given to protecting Best and Most Versatile Agricultural Land from development (alongside other planning considerations) throughout LDP preparation and the assessment of Candidate Sites. Background Paper 15 provides more contextual analysis to clarify how this principle has been embedded into the site selection process, specifically from Stage 2 of the Candidate Site Assessment. This further justifies the proposed allocations within the Replacement LDP in this respect, alongside the SA/SEA and Candidate Site Assessment Methodology. In relation to the Island Farm Site specifically, development has already lawfully commenced on this site and re-allocation within the Replacement LDP would therefore not result in the loss of any additional BMV agricultural land. This is detailed at length within Background Paper 15. Notwithstanding the extant planning permission, based on the revised mix of uses now proposed on the site, there is considered to be an overriding need for the development. Re-allocation of this site will enable accommodation of sustainable growth enshrined in placemaking principles, deliver affordable housing in the highest need part of the County Borough and enable delivery of two schools on the site, including relocation of Heronsbridge Special School. It will also enrich active travel and green infrastructure networks within Bridgend through creation of a ‘green lung’ that will connect the site to the Town Centre via Newbridge Fields. Development of this edge of settlement site would accord with the Preferred Strategy, channel growth to the Primary Key Settlement of the County Borough and make a significant contribution to the housing need identified in the LHMA. The site promoter has also provided extensive supporting information to evidence the site is both viable and deliverable.

The planning history relating to this application in terms of the scope of the Reserved matters and the formal discharge of any planning conditions is being investigated.

Whatever the technical planning procedure that has been employed by the developer and is now endorsed by BCBC in the draft LDP, the land still has the same high value for food production.

This once again puts a question mark over the use of the word "Sustainable" for this site.

This Council understands that the original site proposed for the Tennis Academy was moved due to problems with sink holes despite a geo-technical survey of the site being undertaken at the time of the approved planning application. The Geo-Environmental and Geotechnical Report, produced for that application by Terra Firma (Wales) Ltd, states in the executive summary; **"The geology beneath the site is susceptible to karst formation...Solution features have been observed in the south of the site."** also **"The south side of the site is underlain by a Major Aquifer overlain by soils (which can possibly transmit a wide range of pollutants) associated with the Carboniferous Limestone at shallow depth beneath the Lias"**. The water in the aquifer flows towards Schwyll (also known as the great Spring of Glamorgan) which is by far the largest resurgence in Wales and is used as a back-up supply of water for the Bridgend area. This council is concerned that building the development on an area of high permeability could lead to problems in the future with swallow holes appearing and the potential contamination of the Scwyll water Supply.

Many people in Bridgend have experienced difficulties in getting GP appointments and are concerned about

De-allocate Island Farm and Craig y Parcau due to

In terms of the impacts on primary healthcare provision, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service

	<p>that situation worsening with a further increase in population. Studies and GP surveys have highlighted the problems of GP burn-out and the huge numbers who are intending to reduce their hours or retire early in the coming year or so. This is obviously not a problem that merely Bridgend is facing, but the current intense pressures faced by the Health Service obviously does affect Bridgend and, it is argued, will worsen as the population increases and GPs are simply not available to come and work at practices here. Once again the strategy of sustainable population growth with regard to PLA1(2) and COM1(2), as outlined in the draft LDP, is questioned.</p>	<p>insufficient GP capacity</p>	<p>provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p>
<p>124</p>	<p>I write on behalf of Laleston Community Council (LCC) in connection with the Bridgend County Borough Local Development Plan 2018-2033 Deposit Consultation Document. LCC have examined the Deposit Consultation Document and supporting information and wish to object strongly to the proposed development as outlined under PLA3 – Land West of Bridgend and COM1(2) 100 Housing Allocations at Craig Y Parcau.</p> <p>PLA3 – Land West of Bridgend LCC understand that all development must demonstrate compliance to the criteria as listed below from a-n. Under each condition, LCC have detailed explanations why they believe that the development proposal does not conform to each criterion.</p> <p>a) Have a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character:</p> <p><i>LCC believe that this proposal puts the wrong type of development with the wrong type of houses in the wrong location when there are far more suitable locations for development all over the borough, primarily adjoining M4 junctions</i></p>	<p>Object to the proposed development as outlined under PLA3 – Land West of Bridgend</p>	<p>The Replacement LDP is based on a clear spatial strategy to help realise the regeneration aspirations and priorities of the Council, whilst balancing the need to deliver future housing requirements up to 2033. The Strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The representor's proposal to locate large-scale housing developments alongside M4 junctions is considered to be less conducive to enabling sustainable patterns of development that accord with placemaking principles. The Spatial Strategy Options Background Paper considered one such spatial option that directed growth to major public transport hubs and the strategic highway network (M4). The Background Paper highlights that such a strategy could result in a proliferation of sites being advertised based on their proximity to the major highway network in the first instance, thereby encouraging high levels of car usage, placing pressure on settlements with infrastructure related constraints and leading to local traffic increasingly slowing down long distance traffic as a consequence. New residents may be less concerned with accessing existing local centres and instead place more emphasis on finding the fastest routes onto the major road networks. This could lead to an unintended preponderance of car-based housing estates with little else to offer in terms of Active Travel, place making and connectivity opportunities.</p> <p>The justification for the Preferred Spatial Strategy is documented in the Spatial Strategy Options Background Paper. The Strategy is considered to best align with this Vision and also the Key Issues, Drivers, Strategic Objectives and Specific Objectives the Replacement LDP is seeking to address. It is considered most conducive to accommodating the level of growth identified in the Strategic Growth Options Background Paper and also delivering this growth through sustainable patterns of development that accord with the Planning Policy Wales' placemaking principles. It will maximise affordable housing delivery in high-need areas, promote viable</p>

	<p><i>and that the proposal should be set aside and not progressed in the LDP.</i></p> <p><i>Any large-scale housing developments need to be within easy access of the M4. The only links from this site to the M4 are through Laleston, Bridgend or Broadlands, all of which are already over congested with traffic. The logical places for large scale housing developments in the borough would be near the motorway junctions at Pencoed, Sarn and Pyle, not on a green field site, which is the best grade of agricultural land in Wales, which is the only natural barrier between the historic village of Laleston and Bridgend's urban sprawl. Building on this site would coalesce the community boundaries of Bryntirion and Laleston, contrary to good planning principles.</i></p> <p>b) Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density:</p> <p><i>This development would create an undesirable precedent for further urbanisation to south, north and west. It would move the built-up area's boundary, making further greenfield development difficult to resist. This would cause further coalescence, with Broadlands to the south, Penyfai to the north, and towards Pyle in the west.</i></p> <p><i>LCC believe that further housing is not necessary at this location and would like to point out that the West of Bridgend area has been the site of some 3000 new houses in recent years. This is already a disproportionate amount. It would</i></p>	<p>sustainable development, enable delivery of significant remaining brownfield sites in accordance with the site search sequence and seek to minimise pressure on BMV agricultural land, subject to site-specific assessment.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p> <p>Considerable weight has been given to protecting BMV Agricultural Land from development (alongside other planning considerations) throughout LDP preparation and the assessment of Candidate Sites. Background Paper 15 provides more contextual analysis to clarify how this principle has been embedded into the site selection process, specifically from Stage 2 of the Candidate Site Assessment. This further justifies the proposed allocations within the Replacement LDP in this respect, alongside the SA/SEA and Candidate Site Assessment Methodology.</p> <p>The representor's concerns that Land West of Bridgend 'would create an undesirable precedent for further urbanisation' and cause further coalescence' are noted. However, a Green Wedge Review has been conducted to review the existing green wedge designations in the adopted Bridgend Local Development Plan 2006-2021 and consider the need for their continuation in the emerging Replacement Bridgend Local Development Plan 2018 – 2033. The Review considers that whilst LDP Policy ENV2: Development in Green Wedges has been successfully used for its primary objective of preventing coalescence, other policies contained within the extant LDP, particularly ENV1: Development in the Countryside, have also been successful in preventing coalescence. Therefore, the Review recommends that it is not necessary to take forward the green wedge policy into the Replacement LDP, as there are policy mechanisms included within the Deposit Plan 2018- 2033 that allocate sufficient land for housing, define settlement boundaries and strictly control development in the countryside, open space, biodiversity, landscape and the environment. In addition, as part of the proposed allocation of Land West of Bridgend, any development will be required (See Deposit Policy PLA3 – Page 71) to provide 4.1 hectares of retained green infrastructure and new areas of public open space as well as exploring the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland. The proposed allocation will also be required to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>Informed by the Sustainability Appraisal Report, the Candidate Site Assessment published to accompany the Deposit Plan confirms and provides reasoned justification for the outcome of the site selection process in respect of each candidate site. Identification of appropriate Sustainable Urban Extensions has been undertaken in accordance with the Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the Plan. This includes the Candidate Site Assessment, Spatial Strategy Options Background Paper, Housing Trajectory Background Paper and Minimising the Loss of BMV Agricultural Land Background Paper. The rationale for the proposed allocations within the Deposit Plan is clearly outlined in the Candidate Site Assessment. Without exception, all proposed sites are supported by a large body of technical and viability evidence to demonstrate their deliverability. This strong evidence base justifies selection of all proposed allocations, including Land West of Bridgend. The supporting independent financial viability</p>
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	<p><i>be bad planning to add a further 850 houses to this area. To make this delicate site profitable, even so-called “affordable” housing would be beyond the means of most young persons.</i></p> <p>c) Use land efficiently by being of a density which maximises the development potential of the land whilst respecting that of the surrounding development:</p> <p><i>This green wedge is the location of the Laleston Stones Trail, and the Bridgend Circular Walk, and is a field, woodland and hedgerow system with an historical heritage. Llangewydd Road and its surrounding lane network have been identified by historians as a pre-historic ridgeway, a medieval pilgrims’ way, Ffordd y Gyfraith (“The Way of the Law”), and a drovers’ road. There is a strong possibility of Roman and Celtic archaeology on site. This development also does not adhere to SP18: Conservation of the Historic Environment</i></p> <p><i>The proposed site is criss-crossed by public rights of way which have been conscientiously maintained by the Community Council and which are highly valued by local people and visitors. Urbanising them would create a miserable aspect, which the developer’s proposals for “corridors” would not mitigate. Developers would leave the site transferring corridor maintenance costs onto the community.</i></p> <p>d) Provide for an appropriate mix of land uses to promote compact, walkable urban neighbourhoods.</p> <p><i>The loss of the rich and diverse flora and fauna of the woodland,</i></p>		<p>assessment demonstrates that Land West of Bridgend can fund the necessary supporting infrastructure and 20% affordable housing provision in accordance with the needs identified in the LHMA. Affordable housing provision delivered via this development will comply with the definition outlined in Technical Advice Note 2. In addition, the site will fund a new primary school and provide additional secondary education contributions. The exact manner in which this contribution will be employed will be determined by the Local Education Authority at an appropriate point in the future to ensure effective school provision.</p> <p>In terms of green space and the natural environment, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough’s environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children’s playspace across the County Borough (See Appendix 22: Outdoor Sport and Children’s Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed ‘audit’ of the provision of Outdoor Sports and Children’s Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend’s green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development. Any Public Rights of Way will be maintained, protected and/or diverted within the development as appropriate.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC’s. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Furthermore, the Strategy recognises the importance of the Historic Environment and its’s fundamental role in distinctive and natural placemaking through the planning system. The historic environment will be protected, conserved and, where appropriate, promoted and enhanced. The impact of any development proposal on the significance and heritage values of individual historic assets, their setting and their contribution to local distinctiveness and character will be required to be fully considered by applicants through the preparation of a heritage impact assessment and statement as part of the planning process, as outlined by Strategic Policy 18 (See Page 208). Development Management Policy (DNP11 – See Page 210) seeks to ensure that, where a development proposal affects a listed building or its setting, special regard must be had to the desirability of</p>
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	<p><i>fields and hedgerows is not justified by any commercial benefit from this development, particularly when there are brownfield sites more suitable for such developments all over the borough. This is a greenfield site which is a barrier between Laleston and Bridgend, it should not be built over when there are numerous suitable brownfield sites across the county borough.</i></p> <p><i>The lane to the west of the site alongside the circus field is already over-used by drivers and is dangerous for walkers and cyclists for this reason. This development would only exacerbate this problem.</i></p> <p>e) Maximise opportunities for active travel and increased public transport use and promote connections within and outside the site to ensure efficient and equality of access for all:</p> <p><i>Further road traffic would also put further strain on the A473 junctions with Elm Crescent and Heol y Nant, the traffic lights at Bryngolau, and the A48 Broadlands roundabout, which is already strained for capacity. This development would inevitably lead to further traffic driving through the village of Laleston to access the A48 and thereby the M4.</i></p> <p>f) Minimise opportunities for crime to be generated or increased, whilst promoting community safety in accordance with Secure by Design principles:</p> <p><i>No comment.</i></p> <p>g) Avoid or minimise noise, air, and soil and water pollution:</p>		<p>preserving the building, or its setting, or any features of special architectural or historic interest which it possesses.</p> <p>Regarding traffic, the Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>In terms of air quality, as part of allocation PLA3: Land West of Bridgend, the site promoter has undertaken an Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic emissions arising from the additional traffic on the AQMA of Park Street. The overall operational air quality effects of the development are judged to be non-significant and have been shown to be acceptable, with concentrations being well below the air quality objectives.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure. In relation to water and sewerage in particular, the Council has maintained dialogue with Dwr Cymru Welsh Water throughout plan preparation. All strategic sites will invariably require water and sewerage infrastructure improvements which may need to be funded by developers if the sites are to progress in advance of potential regulatory investment. In relation to Land West of Bridgend specifically, Dwr Cymru Welsh Water have confirmed that there should be no issue with Penybont (Merthyr Mawr) WwTW accommodating the foul-only flows from this development, although owing to the number of units proposed on the site, a hydraulic modelling assessment will likely be required (relating to water supply and the sewerage network) to determine the level of reinforcement works required. Continued engagement with the landowners, developer and Dwr Cymru Welsh Water will be facilitated to further discuss the requirements on this site.</p>
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	<p><i>LCC highlight that further along the A473, air quality testing in Park Street reveals it to be one of the most polluted locations in the county. Generating more traffic to use the A473 violates the sustainable development principles contained in the draft LDP.</i></p> <p>h) Incorporate methods to ensure the site is free from contamination (including invasive species):</p> <p><i>No comment.</i></p> <p>i) Safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks:</p> <p><i>The site has an inherently rural aspect, it forms a green wedge bordering a ward that is officially rural, and a ward that is officially urban. The overall effect would be the urbanisation of the entire district. Urbanisation would violate the council's objective of maintaining and enhancing the natural resources and biodiversity of the county borough.</i></p> <p>j) Make sustainable use of natural resources, including land and water, and adopt circular economy principles that:</p> <ul style="list-style-type: none"> i. prioritise locally sourced construction materials to help reduce transport emissions ii. Demonstrate that consideration has been given to the use of secondary recycled aggregates or materials before using primary materials to help ensure the availability of materials in the long term; 		<p>In terms of the impacts on primary healthcare provision, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p>
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No comment.

k&l) Ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected:

and

Incorporate appropriate arrangements for the disposal of foul sewage, waste and water:

Infrastructure is not in place to support further development. The local comprehensive school, for example, has not yet caught up with the housebuilding of the previous decade. The viability of further expansion of Bryntirion Comprehensive School is very doubtful due to road access constraints. Section 106 contributions from a developer would therefore be futile for this purpose. Sending children from the proposed site to other comprehensive schools would violate the local place making principles stated in the draft LDP. Other aspects of infrastructure including sewerage, drainage, NHS services, etc. have not been anywhere nearly adequately addressed.

m) Respond to the climate emergency by:

- i. Reducing energy demands and maximising opportunities for renewable or low carbon energy generation, incorporating resource efficient/adaptable buildings and layouts using sustainable design and construction techniques
- ii. Protecting and increasing the resilience of both

	<p>ecosystems and communities to address the inevitable effects of climate change; and</p> <p><i>No comment.</i></p> <p>n) Appropriately contribute towards local, physical, social and community infrastructure which is affected by the development.</p> <p><i>No evidence has been produced to show that the commercial benefits of building at this location would more than outweigh the loss of positive social value of the site in its current condition. Overall, there would be a severe loss of visual, social and public amenity.</i></p>		
1040	<p>COM1(2): Housing Allocations at Craig Y Parcau</p> <p>Council would like to outline issues of concern to the wider community as a result of the development proposal for an additional 110 houses:</p> <ul style="list-style-type: none"> • <i>Although Broadlands is a large housing estate on the edge of a town, it has a rural aspect that this development would ruin. Any additional houses would devastate the street scene that the community has established.</i> • <i>Traffic and parking in this area is already challenging and the proposed development will lead to additional traffic generation in the area, during and after construction, which will inevitably have a correlating negative effect on road safety for the nearby residents as well as the local primary school and its pupils.</i> • <i>Infrastructure is not in place to support further development. The local comprehensive school, for</i> 	<p>Object to the proposed development as outlined COM1(2) Craig Y Parcau</p>	<p>Informed by the Sustainability Appraisal Report, the Candidate Site Assessment published to accompany the Deposit Plan confirms and provides reasoned justification for the outcome of the site selection process in respect of each candidate site. Identification of appropriate allocations has been undertaken in accordance with the Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the Plan. This includes the Candidate Site Assessment, Spatial Strategy Options Background Paper, Housing Trajectory Background Paper and Minimising the Loss of BMV Agricultural Land Background Paper. The rationale for the proposed allocations within the Deposit Plan is clearly outlined in the Candidate Site Assessment. Without exception, all proposed sites are supported by a large body of technical and viability evidence to demonstrate their deliverability. This strong evidence base justifies selection of all proposed allocations, including Craig Y Parcau.</p> <p>Regarding traffic, the Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p>

	<p><i>example, has not yet caught up with the housebuilding of the previous decade. The viability of further expansion of Bryntirion Comprehensive School is very doubtful due to road access constraints. Section 106 contributions from a developer would therefore be futile for this purpose. Sending children from the proposed site to other comprehensive schools would violate the local place making principles stated in the draft LDP.</i></p>		<p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure. The supporting independent financial viability assessment demonstrates that Craig y Parcau can fund the necessary supporting infrastructure including appropriate education contributions. The exact manner in which this contribution will be employed will be determined by the Local Education Authority at an appropriate point in the future to ensure effective school provision.</p>
131	<p>"Pencoed Town Council specifically wishes to raise the importance of the provision of new /updated educational facilities within Pencoed and in particular to the construction of a 21st Century School on the existing Pencoed Comprehensive School site. Such new facilities to include leisure and sporting facilities for the Wellbeing and benefit of the Communities it would serve. The Council trusts that the LDP will commit to this".</p>	<p>Provision of new/updated educational facilities within Pencoed is important</p>	<p>As part of PLA4: Land East of Pencoed, 2.3 hectares of land to accommodate a 1.5 form entry primary school with co-located nursery facility and a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) will be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school will be accessible to new and existing residents by all travel modes, enabled by the development.</p> <p>The Replacement LDP will provide the framework for any future development on the existing Pencoed Comprehensive School site, should such a scheme come forward as part of Bridgend County Borough Council's (BCBC) ongoing School Modernisation Programme.</p>
71	<p>schools , health care , roads, shops, green open safe places. Policing and Fire Service provision . Not just houses, houses and more houses. Our children should not need to travel to school at huge expense to the Council for home to school travel</p>	<p>Concerns regarding infrastructure</p>	<p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced. The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in additional to community and cultural infrastructure.</p> <p>The Deposit Plan proposes a number of strategic urban extensions. This is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. Indeed, this latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum. Sustainable Urban Extension sites are allocated where they can best support the Replacement LDP Vision and Objectives and are capable of delivering mixed use development at a scale that will enhance communities. Identification of appropriate Sustainable Urban Extensions has been undertaken fully in line with the Site Search Sequence Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the Plan. This includes the Candidate Site Assessment, Spatial Strategy Options Background Paper and Minimising the Loss of BMV Agricultural Land Background Paper.</p>

Title: Do you have any comments to make on the Deposit Replacement LDP?

ID	Comment	Summary of changes being sought/proposed	Council response
47	<p>I have planning concerns related to the Sandy Bay development as follows: 1. Highways a. The highways implications for joint Salt Lake/Sandy Bay developments are not addressed in the RLDP. Porthcawl has two arterial entrances to Town. One via the A4229 onto the dual carriageway and up to Portway roundabout. The other A4106 which splits at Dan y Graig roundabout to take traffic to the East of Porthcawl via Bridgend Road or via Newton Nottage Road to serve access the Town Centre and the seafront and promenades by joining the dual carriageway through to Portway roundabout. i. Portway roundabout. Under the proposed scheme traffic entering Porthcawl from the A4229 and the majority of traffic entering from the A4106 will use the dual carriageway and converge on Portway roundabout. The Portway roundabout will have to provide entrance and exit for:</p> <ul style="list-style-type: none"> • All traffic entering and exiting the new foodstore. • All traffic entering or exiting Hillsboro/Dock Street car park (the only central visitor car park left in Porthcawl). • Domino's Pizza House, • The Town Centre and Coop and John Street car parks. • New housing and businesses on Salt Lake, • Any new hotel developed as envisaged. • The harbour and café/restaurants. • The promenade • The Esplanade • To enter and exit a new road through to 900 new houses and other activities proposed for Sandy Bay. <p>b. Traffic entering Porthcawl from either the A4229 or the A4106 taking the Bridgend Road route to the east of Porthcawl will reach a bottleneck at the Newton coop roundabout at the junction with New Road. This junction serves:</p> <ul style="list-style-type: none"> • The busy shopping precinct built actually at the roundabout. • Access to properties on New Road. • The only access point to Parkdean Holiday Park with 2000 caravans welcoming over 300,000 visitors each year. • In terms of traffic then proceeding from this junction along New 	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / consultation</p>	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>In terms of transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of</p>

<p>Road to access the proposed Sandy Bay development from the east this is completely impractical due to New Road being 'single Lane' for most of its length due to resident parking. 2. The Sandy Bay proposals in terms of housing is over intensification in terms of housing and as presented is an unneighbourly development negatively impacting upon established green space and natural habitat. 3. Insufficient play or leisure space. 4. Removes last available open space to support the Seaside Towns current events calendar and prevents potential for growth in tourism offer. 5. The development is of a scale, at circa £300m which could have a negative effect on employment rather than an increase in economic activity as it encourages becoming a dormitory town where residents live here but travel elsewhere to work. I am therefore strongly opposed to the development of housing as proposed for Sandy Bay. Observation. Given the scale of importance of this consultation document I wish, on behalf of myself and the dozens of residents who have contacted me, to strongly object to the way in which the consultation is being run. The fact that it is an on-line document, not written in plain language with a very short consultation window. In addition residents are being consulted about proposals for Sandy Bay when the Authority is not in a position to take on board ideas or views from anyone, resident or otherwise because it is already committed on the part of the Authority to being a commercial development enshrined in a joint agreement with a private landowner.</p>		<p>delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>In terms of Porthcawl Waterfront, Policy PLA1 (See Page 63) of the Deposit Plan details the site-specific requirements including masterplan development principles and development requirements. Such requirements include a new roundabout and link road to enable access to the Sandy Bay development parcels. Highway improvements will also be required to ensure that the principal point of vehicular access for a foodstore is off the Portway roundabout. Off-site highway improvements will also be required of which they must have regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>Furthermore, Policy PLA1 will require on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the waterfront, to connect with the Eastern Promenade, Porthcawl Town Centre and Porthcawl Comprehensive School. Connections must be made to the existing active travel route 4084 and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-22, INM-POR-23, INM-POR-24, INM-POR-25, INM-POR-26 and INM-POR-28.</p> <p>In terms of the Sandy Bay proposals and intensification of housing, the design philosophy ensures that development will be higher (and therefore denser) closer to the seafront (particularly toward the west) with lower/less dense development toward the middle, northern and eastern peripheries of the site.</p> <p>The following factors have also been considered in determining the appropriate density level for the site:</p> <ul style="list-style-type: none"> • The capacity of existing and proposed roads and junctions; • The provision of parking in the area and in the town as a whole; • The impact upon local services and schools; • Especially the changes that any increased numbers of properties would have on the character of the town; and • The key Government objective to optimise housing densities on brownfield sites. <p>This careful examination of all the relevant factors suggest that the anticipated number of units can be provided within the regeneration area, while ensuring that appropriate and useful areas of open space are established; and there is comprehensive regeneration involving numerous other activities and uses within the waterfront area.</p> <p>The Council have also commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p> <p>In terms of open space and recreation, it's acknowledged that such provision is considered important for health and well-being, therefore the development should aim for standards in excess of the minimum. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and</p>
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195	<p>The ultimate test of soundness of the LDP rests with its compatibility with its visions and objectives. I Brian Jones am of the opinion that BCBC's intention to build in excess of 1,115 dwellings within Porthcawl will not encourage tourism nor will it achieve the overarching aspiration to create a premier seaside resort of significance. Most tourists to Porthcawl arrive by cars via Junction 37 off the M4 and use Salt Lake as a car park which currently holds over 1,000 cars. The loss of Salt Lake as a car park will deter visitors to Porthcawl, as they will be unable to park and will find it easier to just travel to the next M4 Junction and visit Aberavon. The concept of using the lack of car parking as a deterrent for people using cars to travel is admirable, but ill-conceived and does not take into consideration the rapid move away from fossil fuels to power cars, the future will see electric and hydrogen cells powering cars which will still need a place to park. The majority of employment in Porthcawl is tourism related, the draft LDP will only provide 40 jobs at the proposed Aldi store. Urbanisation by building in excess of 1,115 dwellings will not increase tourism and therefore not increase employment. Visions and Objectives relating to Porthcawl NR3 Porthcawl, in its pivotal position on the Swansea Bay waterfront, should maintain and enhance its role as a vibrant and distinctive tourism and leisure destination. LS16 The Porthcawl Waterfront Regeneration Site will need to be delivered to revitalise the town as a premier seaside resort OBJ 1d To realise the potential of Porthcawl as a premier seaside and tourist destination by prioritising the regeneration of its waterfront and investing in key infrastructure. This will</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront</p>	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p>

<p>also improve the attractiveness of the town as a place to live and work, while enhancing the vibrancy of the town centre. Porthcawl 4.3.13 The key to the areas success is to balance the nature of the development proposed with the interests of tourism and that of the environment. PLA1 Porthcawl Waterfront – 1,115 Units. Porthcawl Town Centre – 5.4.50 Porthcawl has been the focus of long-established plans for tourism-led regeneration focused along the waterfront. Tourism 5.4.127 Future Wales emphasises the importance of tourism as a part of the foundational economy A key objective of the Welsh National Marine Plan is to ‘recognise the significant value of coastal tourism and recreation to the Welsh economy and well-being and ensure such activity and potential for future growth are appropriately safeguarded’. 1. To produce high quality sustainable places. 1c. To realise the potential of Porthcawl as a premier seaside and tourist destination which capitalises on the regeneration of its waterfront. 1.19 Porthcawl Regeneration Area COM1(25) This 48 hectare brownfield waterfront site provides a significant opportunity through comprehensive regeneration to transform Porthcawl into a premier seaside resort. 4.16 Porthcawl has been the focus of long-established plans for tourism-led regeneration focused along the waterfront. Porthcawl benefits from primary road connections to the wider strategic road network (M4). 3. Vision and Objectives Regeneration led growth will also be channelled towards Porthcawl through redevelopment of its waterfront to capitalise on the towns role as a premier seaside and tourist destination. Several key issues and drivers of the Replacement LDP, notably NR3 and LS16, highlight the importance of maintaining and enhancing Porthcawls role as a vibrant and distinctive tourism and leisure destination through redeveloping the waterfront regeneration area and capitalising on its pivotal position on the Swansea Bay waterfront. This society strongly objects to the removal of the green wedge policy as it is protection against</p>		<p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children’s play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p> <p>In terms of car parking, it’s acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development.</p>
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	<p>urban sprawl. "Proposed green wedges – The replacement LDP will not feature a green wedge policy, therefore proposals for green wedges will not be taken forward (see green wedge review background paper). Site area (Ha) Candidate site ref No. Settlement Hierachy category proposed use of site Dan-y-graig avenue (Land east of) 5.21 182.C1 Porthcawl Newton Green Wedge." This referral to the Marine Centre should be removed as it is no longer viable. 4.25 Some substantial improvements to Porthcawls waterfront leisure offer have already been delivered or received planning approval..... The Porthcawl Maritime Centre was approved in November 2018 and will provide and will include a coastal science and discovery centre, café, wine bar, roof terrace and microbrewery. I Cllr Brian Jones reject the Draft Replacement LDP in relation to the development of Porthcawl as the outcome will not deliver the overarching aspiration to create a premier seaside resort of regional significance.</p>		<p>Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>The authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of public transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p> <p>In terms of the removal of the green wedge policy, a report (See Appendix 34) has been undertaken of which reviews the existing green wedge designations in the adopted Bridgend Local Development Plan 2006-2021 and considers the need for their continuation in the emerging Replacement Bridgend Local Development Plan 2018-2033. It is concluded that whilst existing LDP Policy ENV2: Development in Green Wedges has been successfully used for its primary objective of preventing coalescence, other policies contained within the extant LDP, particularly Policy ENV1: Development in the Countryside, has also been successful in preventing coalescence. Furthermore, the Replacement LDP features defined settlement boundaries and policies of which strictly control development in the countryside, open space, biodiversity, landscape and the environment whilst also allocating sufficient land for housing. As such, it is therefore considered that the green wedge policy need not be taken forward in the Replacement LDP, as it will not be necessary.</p> <p>Furthermore, a review of the existing settlement boundaries has taken place (See Appendix 38 - Settlement Boundary Review). Porthcawl is defined as an area of growth – but which can predominately be served within the existing settlement boundary. A more flexible approach to defining the settlement boundary around this settlement would mean the inclusion of greenfield sites that could be 'cherry-picked' by developers and undermine the delivery of the brownfield regeneration site that is crucial for the success of the plan. As such, no changes have been made to the settlement boundary of Porthcawl.</p> <p>In terms of the Maritime Centre, all references have been removed within the Deposit Plan and other supporting documents.</p>
480	<p>Employment for the Llynfi valley is still a concern with the amount of travelling out of the valley and especially early in the morning to get to work -- how do you intend to improve transport links to allow people to use public transport to get to work at such times, such as an early bird bus to Bridgend / port Talbot, or industry subsidised busses, support for car share schemes - the only other option for many is private transport or Taxi - secondly - I did not see anything in the plan for electric vehicle charging capacity - is the council going to support the move to non-fossil fuel vehicles in the county?</p>	<p>Concerns regarding employment / transport improvements / electric vehicle charging</p>	<p>Comments noted. As detailed within the Employment Background Paper, the Replacement LDP evidence base has evaluated a comprehensive range of growth options and analysed the link between different levels of population change and the size and profile of the resultant resident labour force. This has ensured development of a Growth Strategy that is most appropriate to achieve an equilibrium between the number of economically active people remaining within and moving into the County Borough plus the number of employers relocating and/or expanding within the same vicinity. One of the key aims of the Plan is to minimise the need for out-commuting. The relationship between housing growth and employment provision has been very carefully considered to this end. Therefore, the Deposit LDP does not seek to transform Bridgend County Borough into a commuter area for Cardiff and Swansea, and this is the opposite aim of what the strategy is seeking to achieve. The level of growth proposed is considered the most appropriate to achieve an equilibrium between new homes and employment provision, balanced against other key infrastructure requirements, and connected through enhanced active travel opportunities. This is detailed further within the Employment Background Paper.</p> <p>Whilst it is beyond the scope of the LDP to control public bus services, PLA8 allocates and safeguards a list of transportation proposals from development.</p>

			<p>Furthermore, guidance relating to electric charging points will be subject to a future strategy and Supplementary Planning Guidance. Costings of electric charging points have been factored into viability testing of allocated strategic sites PLA1-5.</p>
520	<p>I believe it is unworkable, given the situation here over the recent bank holiday, when the town was gridlocked.</p>	<p>Concerns regarding traffic and parking within Porthcawl</p>	<p>Comments noted. The Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore, a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>The allocation of the site in the existing LDP is supported by evidence found in the following documents:</p> <ul style="list-style-type: none"> • Porthcawl Regeneration Transport and Access Strategy 2007; and • Porthcawl Waterfront Visitor Parking Strategy 2007. <p>To support the allocation of the site in the Replacement LDP, Jacobs UK Ltd reviewed the above documents to determine whether the transport impacts of the current proposals are likely to be comparable in scale to those allocated in the existing LDP and updated the findings where it was considered necessary. The comparative assessment included an analysis of future trip generation predicted in 2007, with actual traffic flow counts undertaken in 2019. It also assumed a maximum quantum of development consisting of 1500 dwellings, which significantly exceeds the 1,115 residential units identified in the Deposit LDP Consultation Document. Despite this robust analysis, which overestimates the number of trips generated by the proposals, the TA concludes that there does not appear to be an increase in trips which would materially impact on the highway.</p> <p>Policy PLA1 (See Page 63) of the Deposit Plan details the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. The development will also be required to provide off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Nevertheless, as part of the plans for the proposed regeneration area parking will continue to be provided at the Hillsboro car park to the west of the regeneration area. Some visitor parking could be introduced as part of the enhancement of the Eastern Promenade. Residential parking will draw on good practice advice set out in 'Manual for streets' and 'Manual for Streets 2', in addition to Supplementary Planning Guidance 17: Parking Standards. The overall approach to residential parking is one which recognises that not all parking spaces need to be allocated to individual properties. Unallocated parking provides a shared resource which caters for variations in demand. Therefore, this strategy promotes the use of unallocated parking for a large proportion of the parking supply. Due to the high demand for spaces by tourists, unallocated parking should be designed in such a way as to deter its usage for tourism parking and should therefore mainly be off-street.</p> <p>Furthermore 0.17 hectares of land is safeguarded to deliver a bus terminus. The Council has undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is</p>

			seen as a key element of the wider regeneration plans. The authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of public transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan.
573	I will be writing separately to give further arguments against PLA3.	No changes proposed	Comments noted.
520	Please take this back to the drawing board or face the consequences. We were told that Heol-y-Goedwig and the Wilderness had been removed from the LDP, but they have reappeared. If I did not know better, I would say that Porthcawl residents are being punished for having the audacity to reject BCBC's chosen candidates at every recent election.	Concern regarding LDP proposals / Heol-y-Goedwig and the Wilderness	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Wilderness is designated on the Proposals Map (See Appendix 2) as a Site of Nature Conservation Interest (SINC). As such, Policy DNP5: Local and Regional Nature Conservation Sites will strictly control development within or adjacent to a SINC. Developments which would have an adverse impact these sites will not be permitted unless the benefits associated the development can be demonstrated to outweigh the harm and/or the harm can be reduced or removed by appropriate mitigation and/or compensation measures.</p>
520	The LDP assumes Porthcawl residents will all shop in Aldi and then nip into town. Then carry it home on foot or bike. The LDP's author obviously has other people doing their shopping. Porthcawl's investment potential has been ignored in Bridgend since 1974, yet reports and strategies show its income is central to the borough's economy. If they cannot see the benefit of investing in and developing that coastal tourism, they should not be running the borough's economy. The LDP was evidently compiled before 2018, when an overseas holiday didn't include two weeks of isolation upon return. The public are now having to stay in the UK and Porthcawl has borne the brunt of it, attracting visitors from all over the UK. The town has been gridlocked many times already this year and traffic jams are far less environmentally acceptable than an extra, interchangeable, carriageway on both roads in. The LDP's author has realised road improvements would be pointless, as most heading towards Porthcawl won't find anywhere to park when they eventually get here. The LDP envisages managing and improving traffic flow along both roads without making any improvements. Rather like magically doubling the capacity of Hillsborough Place car-park. The hidden agenda of the LDP is to reduce reliance on cars. This would possibly work if Porthcawl had a railway station, but that was taken away after another bureaucratic blunder. Apart from walking, the only way to get	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / foodstore / traffic / parking	<p>Comments noted. In terms of the proposed foodstore, evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p> <p>Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act as 'gateway buildings' as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to "place-making", taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>The food store site forms a key element of the wider masterplan that has been worked up for the Porthcawl Waterfront Regeneration Scheme and is intended to act as a precursor to, and catalyst for, future phases of development across the wider site.</p> <p>The Council have also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The report evaluates the foundations of the Plan's strategic direction to determine whether the Vision, Strategic Objectives, Strategic Policies and supporting technical studies remain appropriate given the emerging impacts of the pandemic. It also considers whether any updates and/or modifications are necessary to ensure the Replacement LDP remains sufficiently flexible to accommodate any potential eventualities. In terms of Strategic Policy 16: Tourism, the policy wording has been reviewed and amended to ensure it incorporates sufficient flexibility to assist the industry during uncertain times.</p> <p>In respect of traffic, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The</p>

	<p>anywhere from here is by bus or car. Most residents disagree with the LDP's authors. They knew it so didn't ask for our opinion until now. The LDP's parking strategy is based on the assumption that car ownership in Porthcawl is 'generally' below the level of residential parking provision required by their adopted legislation. The LDP will therefore seek to minimise parking for the development, in effect reducing visitor numbers. This appears to contradict the objective stated at (1d).</p>		<p>technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Policy PLA1 ensures that development of the site will require a new roundabout and link road to enable access to the Sandy Bay development parcels. Highway improvements will also be required to ensure that the principal point of vehicular access for a foodstore is off the Portway roundabout. Off-site highway improvements will also be required of which they must have regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car park enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>The authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of public transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p> <p>In terms of consultation, it is the view of the Council that the overall objectives of the Community Involvement Scheme (CIS) as originally set out in with the approved Delivery Agreement, including the CIS have been met. It is also considered that the LDP has been prepared in accordance with the LDP 'Preparation Requirements' set out in the Development Plans Manual (Edition 3).</p> <p>The Council previously consulted the public on the Preferred Strategy of which was held from 30th September to 8th November 2019. Following the public consultation period the Council was required to consider all representations made in accordance with LDP Regulation 16(2) before determining the content of the deposit LDP. As such the Council drafted an initial Consultation Report (See Appendix 8 – Preferred Strategy & Initial Consultation Report) for publishing. This report was subsequently signed off by members of Council.</p> <p>As part of Stage 4 of the Delivery Agreement, the Council was required to undertake Deposit public consultation for a statutory period of 6 weeks, however the Council made an allowance for 8 weeks in order to maximise public participation. This was to ensure a range of views could be considered as part of a process of building a wide consensus on the Replacement LDP's strategy and policies.</p>
848	<p>A lot of detail seems to be available for housing not just in Porthcawl but across the Borough. However, it seems very light on its proposals for regeneration. I am supportive of the place making principles but it seems to concentrate internally for permanent residents not visitors. I'm not saying residents are not important they need access to facilities just as much as tourists</p>	<p>Concern regarding Strategic Allocation PLA1: Porthcawl Waterfront</p>	<p>Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of</p>

	<p>but Porthcawl cannot afford to lose its status as a tourist destination outside of Trecco Bay. A good mix of outdoor and indoor facilities available for both residents and visitors are vital.</p>		<p>complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will also promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p>
149 6	<p>I note that there is no designated residential builds in Cen Cribwr. surely there must be a need for housing in Cefn Cribwr and I would like to nominate 5 acres of land, at the junction of Cwn Ffoes and Bankers Hill and to the west of Ogmores Terrace. On the hard copy of the LDP there is no return address.</p>	<p>Need for housing in Cefn Cribwr</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus</p>

			<p>on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. Cefn Cribwr was not identified as an area capable of accommodating sustainable growth.</p> <p>Furthermore, the plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. No candidate sites relating to Cefn Cribwr were submitted/promoted for consideration to be included within the Replacement LDP.</p> <p>In terms of a return address, representations could have been sent to the Planning Department or Communications, Marketing and Engagement via Bridgend County Borough Council, Civic Offices, Angel Street, CF31 4WB. Additionally, members of the Strategic Planning Team were available during the consultation period to answer queries by email and phone.</p>
271	<p>Pla1 -5 proposed major housing developments in the draft bridgend consultation local development plan pla 3 grade 1 farm land between penyfai court coleman, bryntirion, cefn glas, laleston and including llangewedd court farm land court colman – 850 houses, i am objecting and do not agree to any houseing development being built on this open countryside farm land, my land ownership, this is a back door way of achieving large scale creeping housing development in the open country, and resulting in the coalescence of communities penyfai, court colman, llangewydd court farm land, laleston, bryntirionm, cefn glas bridgend and also land and road leading to cefn cribwr. Pla 3 i am objecting and do not agree with the</p>	<p>Concerns regarding Strategic Allocations PLA1-5 / Green Space / Gypsy and Traveller Sites / Renewable Energy / Proposals Map / Ogmere and Garw Valleys</p>	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus</p>

<p>field known as the circus field laleston being put forward with a major housing development in the bridgend county borough, this history of circus field is known to the bridgend county cricket club, the circus field provided now is under a long standing land agreement with the bridgend county cricket club, and is still used by the circus, the circus was given permission to use newbridge fields, the circus field in newbridge fields was swaped with another field for the circus to use in laleston bridgend, the circus still uses the field, known as the laleston circus field, the circus field is in the green wedge buffer zone between cefn glas, bryntirion, laleston, llangewydd court farm colman and penyfai, the llangewydd court farm road joins to the main cefn criwr road. Pla3 mine and residents fears are that the green open country side we ally enjoy will disappear under a concrete jungel. Pla3 major impact on the a48 highway infrastructure from broadlands, laleston, pyle and the m4 motorway, already major developments like broadlands and coity being over developed shows the bridgend highway infrastructure is fundamentally flawed and cannot cope now (grid lock) in the wider communitys of the bridgend county borough. Pla5 a48 grade 1 farm land south of pyle (land ruunning along the a48 laleston, bridgend to the m4 motorway access) land outside the boundary of pyle what a surprise another broadlands same old speck, i am objecting and do not agree with this creeping development isn the open countryside pyle, this proposed pl5 major housing development is on open countryside farm land which is out side the settlement boundary of pyle, pla5 a48 highway road pla2 land island farm a48. Proposed 847 homes i don't agree and object to this development and the relocation of the old bridgend blind school now known as heronbridge school being turned into apartments, another sprawling devleopment, the same as broadlands, the a48 cannot take any more traffic generated from major development of housing from</p>		<p>on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential units, including affordable housing will be accompanied with a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>In terms of coalescence, Policy PLA3 will ensure that development provides a western linear park to form natural green buffer to prevent the coalescence of Bridgend and Laleston, thereby protecting the identity and character of both settlements. This will serve the dual purposes of softening views between the site and Laleston and creating/maintaining wildlife corridors.</p> <p>In respect of agricultural land, the site promoter has provided an Agricultural Land Classification Note of which indicates that land is shown via Welsh Government's Predictive Agricultural Land Classification Map (Wales) to comprise of Subgrade 3b and Grades 4 and 5. As such, the site is not considered to be comprised of the Best and Most Versatile (BMV) agricultural land.</p> <p>In terms of land ownership, the site promoter has complete control over the whole of the land holding being promoted through individual landowner Option Agreements, together with a formal Landowner Agreement which ensures the individual landowners are working together and the site can be delivered as a whole without any form of landownership constraint.</p> <p>In relation to the green wedge, a report (See Appendix 34) has been undertaken of which reviews the existing green wedge designations in the adopted Bridgend Local Development Plan 2006-2021 and considers the need for their continuation in the emerging Replacement Bridgend Local Development Plan 2018-2033. It is concluded</p>
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<p>bridgend to the a48 pyle, porthcawl and the m4 motorway, the ldp draft consultation document is fundamentally flawed pla 5 a48 highway road access to creig y parcu bridgend ex nursing home has already been turned down for residential housing development this is not stated in the local development plan pla 5 a48 highway access, building major houses developments on farming land in pyle llangewedd court to laleston, penyfai, tongwyn farm court colman, tondu, maesteg, pencoed is swallowing up the green field farming land, there is a lack of foresight in the draft local development plan, what about future generations to come are they just going to live in concrete jungles and don't see a green field any more? Pla5 a48 high volumes of traffic already at capacity on the m4 motorway highway traffic generated, sarn inter change junction, large queues of traffic forming coming from the direction of port talbot and cardiff, drivers not observing the highway code and jumping the traffic light because they become frustrated at the m4 junction 36, the welsh government already recognises this is happening, large and small scale development of housing brynmenyn, abergarw road a4065 to llangeinor garw valley, i am objecting and do not agree with a parcel of land adjacent to the abergarw road a4063/ llangeinor road being put forward for housing development, this parcel of land is outside the settlement boundary of brynmenyn and is creeping development into the open country side, illegal access created to this parcel of land already, the land belongs to my dunraven estate company limited land, i have already objected and do not agree to the old brynmenyn infants school being demolished for houses, land adjoining each side of the old brynmenyn infants school is common land next to chapel street brynmenyn and is not owned by the bridgend county borough council, the common land is a buffer zone between brynmenyn and ynsawdra. Bryngarw house, park land and farm land, again land showing as white land in the ldp,</p>		<p>that whilst existing LDP Policy ENV2: Development in Green Wedges has been successfully used for its primary objective of preventing coalescence, other policies contained within the extant LDP, particularly Policy ENV1: Development in the Countryside, has also been successful in preventing coalescence. Furthermore, the Replacement LDP features defined settlement boundaries and policies of which strictly control development in the countryside, open space, biodiversity, landscape and the environment whilst also allocating sufficient land for housing. As such, it is therefore considered that the green wedge policy need not be taken forward in the Replacement LDP, as it will not be necessary.</p> <p>In terms of highway infrastructure, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Policy PLA3 will require on-site highway improvement to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active travel route BRC9b on the southern side of the A473. Off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule / Infrastructure Development Plan.</p> <p>Policy PLA3 will also require on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable housing will be accompanied by a new one form entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> <p>In terms of agricultural land relating to Island Farm, it's acknowledged that the site consists of nearly 44ha of BMV agricultural land as identified by Version 2 Welsh Government's Predictive Agricultural Land Classification Map. Justification is provided within Background Paper 15 (See Appendix 55), whereby the Council have previously accepted the loss of this BMV land through its considerable and long planning history, which includes a robust legal position whereby a considerable part of the site is subject to an extant planning permission. Notwithstanding the extant planning permission, based on the revised mix of uses now proposed on the site, there is considered to be an overriding need for the development. Re-allocation of this site will enable accommodation of sustainable growth enshrined in placemaking principles, deliver affordable housing in the highest need part of the County Borough and enable delivery of two schools on the site, including relocation of Heronsbridge Special School. It will also enrich active travel and green infrastructure networks within Bridgend through creation of a 'green lung' that will connect the site to the Town Centre via Newbridge Fields. Development of this edge of settlement site would accord with the Preferred Strategy, channel growth to the Primary Key Settlement of the County Borough and make a significant contribution to the housing need identified</p>
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<p>under a lease to the Penybont Rural District Council, not the ownership to the Bridgend County Borough Council documents I have shown the clerk and secretary of the Penybont Rural District Council signing, meadow land Penyfai Penyfai common land adjacent to rock cottages is already designated meadow land in the local development plan, from rock cottages the common land continues both sides of the Court Colman Road this should be shown clearly on the LDP map as yellow conservation land and green land, Coed y Hela woodland, I am objecting and do not agree with land shown as white land adjacent to Coed yr Hela woodland Penyfai, the land is outside the boundary of Penyfai this is land locked land the Scouts have the use of the hall off Court Coleman Road Penyfai, the land fronting the hall is on common land, being the Scout Hall is Coed y Hela woodland and the land is locked, the parcel of land coloured white land was allotment land, the access is restricted and dangerous both ways from Heol Eglwys and Penyrheol, because of highway access problems to this land, the Bridgend County Borough Council has already turned down an application to develop this land for houses, park Cavendish kick around football full size pitch is a green wedge and is for recreation and leisure only, the colour of the land is shown as white land this is not correct in the local development consultation map, the land is green land and must be protected from development for future generations Penyfai school, parcel of land off Heol Eglwys, access to Penyfai Church in Wales school, allotment land use, I object and do not agree with any development of houses on this land and the town Gwyn land the access is too dangerous, car parking is out of the question. Aberkenfig roundabout I am objecting and do not agree with the fields next to the river Ogmor being developed for housing, the land is flood plain land and not fit for any development, health and safety and environment issues with the land buffer zones, land between communities of Penyfai, Aberkenfig, Sarn, Glan Rhyd hospital, farm</p>		<p>in the LHMA. The site promoter has also provided extensive supporting information to evidence the site is both viable and deliverable.</p> <p>With regards to highway infrastructure and traffic, the site promoter has undertaken a detailed Transport Assessment in support of the site. Policy PLA2 requires highway improvements to ensure the principal point of vehicular access is off the A48 in a manner that integrates the SINC and adjacent Hut 9 heritage facility. An emergency access through Bridgend Technology Park will also be required that also promotes pedestrian and cycling connectivity. Furthermore, off-site highway improvements with regard to the requirements arising from the Strategic Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>Policy PLA2 also requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A48, with Brynteg Comprehensive School, Bridgend Industrial Estate and Bridgend Town Centre (including the bus station and train station). Green infrastructure linkages must also be provided with Newbridge Fields. Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-POR-15, INM-BR-45, INM-BR-46, INM-BR-48, INM-BR-49, INM-BR-75, INM-BR-132 and 2374.</p> <p>In relation to green space, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's play space across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
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<p>land stretching both sides of the river omore flood plain from aberkenfig, penyfai to litchard and coity, land left as white land planning permission has already been rejected on the grounds of over development in the green wedge and buffer zone, creating urban sprawl common land sarn/bryncethin to pencoed must be grazed by farm animals, sustainable climate change policies, common land from sarn, bryncethin and stretchng as far as to heol y cyw and pencoed, environemtn grounds, the common land is a green lung between the communitys of sarn, bryncethin heol y cyw and pencoed, i don't agree and object to more sprawling development in pencoed being built in the open countryside, i do not agree and object to any more housing developments on the waterton land bridgend, out of accord with bridgend county local development plan gypsy or traveller sites, two parcels of paddock land in court colman no permission for caravans to park and stay over night in the open countryside, land only to be used for horse grazing as stipulated, blackmill, omore valley and garw valleys/neath and port talbot, i do not agree and objec to the open countryside and good farming land in the omore and garw valley being development for more wind farms and solar farm, and also the good farming land being developed for large and smallscale housing development in the beautiful open countryside</p>		<p>As part of the proposed allocation of Land East of Pyle, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA5 – Page 78). The provision of new residential units, including affordable housing will be accompanied by 2 two form entry primary schools, leisure and recreation facilities, public open space, plus appropriate community facilities and commercial uses.</p> <p>In terms of highway improvements, Policy PLA5 will require improvements to ensure the principle points of vehicular access are off the A48 and A4229. Appropriate adjustments must also be made to the roundabout between the A48 and A4229 to improve traffic flow and highway safety; New shared footways, cycleways and improved crossing facilities along the A48 and A4229 and highway improvement to enhance pedestrian safety in the vicinity of the site and a new pedestrian and cycle bridge over the existing railway line and along A48/Pyle Road to provide safe pedestrian and cycle linkages between the site and Pyle. The bridge must be constructed to Council adoptable standards prior to the occupation of any homes on the development.</p> <p>Policy PLA5 will also require On-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A48 and A4229, with Cynffig Comprehensive School, Village Farm Industrial Estate Pyle and Kenfig Hill District Centres, existing bus routes and Pyle Railway Station (including safe pedestrian linkages across the railway bridge). Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18, INM-PY-27 and INM-PY-34.</p> <p>In terms of agricultural land, Land East of Pyle consists of 8.4ha of BMV agricultural land (Grade 2 and 3a). However, detailed survey work undertaken by the site promoter indicates that the areas of Grade 2 and 3a as shown on Version 2 of the Predictive ALC Map are in fact Grade 3b. This has to be considered in the context of other deliverable Stage 2 Candidate Sites that are available. It is important for the Replacement LDP to acknowledge the role of this Main Settlement (as identified within the Settlement Assessment) and its potential to deliver sustainable development at a strategic scale when balanced against the potential loss of BMV agricultural land. The Candidate Site Assessment has not identified other land at this scale in lower agricultural grades. Therefore, this site is considered appropriate for allocation on this basis in accordance with the site search sequence outlined in Planning Policy Wales.</p> <p>As part of the proposed allocation of Land East of Pencoed, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA4 – Page 75). The provision of new residential units, including affordable housing will be accompanied by a new 1.5 form entry primary school, recreation facilities, public open space, plus appropriate community facilities and commercial uses.</p> <p>Strategic allocation PLA4 contains 40.2 ha of BMV agricultural land, split relatively evenly between Grade 2 and Grade 3a as identified by Version 2 of the Predictive Agricultural Land Classification Map. However, the site promoter commissioned a detailed survey of soil and site characteristics (technical report dated March 2020), following the established methodology and guidelines for carrying out agricultural land surveys. This field work was deemed to be a more accurate assessment of the agricultural grade of land across the site. In total, the site survey identified 25.6ha of BMV agricultural land across the whole site (all comprising Grade 3a), with the remainder having been identified as lower grades and non-agricultural classifications. Whilst this is still a significant quantity, it represents nearly 50% less BMV agricultural land than that identified by Version 2 of the Predictive ALC Map and development would not result in the loss of any Grade 2 Agricultural Land. When considering this site, it should be noted that there are no other previously developed sites or sites containing land with lower agricultural grades (at this scale) that are both available and deliverable within Pencoed at present. Therefore, this site would prove key to the delivering sustainable development in Pencoed, meeting</p>
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			<p>housing need in accordance with the Spatial Strategy and securing a meaningful contribution towards local affordable housing provision as identified by the LHMA. Further justification is provided within Background Paper 15.</p> <p>In respect of development within or on the edge of Brynmenyn, whilst the Valleys Gateway was justifiably ranked highly by the Settlement Assessment (See Appendix 19), the area has accommodated substantial growth in recent years and there are now capacity issues running north to south at Junction 36 of the M4 (refer to M4 Junction 36 Background Paper). The constraints present within this settlement therefore render it far less suitable to accommodate sustainable development than others, notwithstanding its classification as a Main Settlement and broader role within the County Borough. Hence, planned growth will not be channelled towards this area over the Replacement Plan period (2018-2033) and will instead be directed towards the other four Main Settlements and the Primary Key Settlement.</p> <p>Previous applications relating to the Brynmenyn infants school and land adjoining have been assessed and determined under the existing LDP. Such matters are of little relevance to the Replacement LDP.</p> <p>In terms of the proposals map and identified white land, some designations such as common land are not shown as this would make it difficult to distinguish between the different designations and allocations shown on the proposals map. However, designations such as common land will be acknowledged during the assessment of planning applications where deemed relevant.</p> <p>In terms of Gypsy and Traveller sites, it is a Welsh Government requirement for all Local Authorities to undertake a Gypsy and Traveller Accommodation Assessment. The Housing (Wales) Act 2014 places a legal duty on the Council to meet any identified Gypsy and Traveller accommodation needs. These needs have to be considered as part of the Replacement LDP process and the plan to propose sites to meet any identified need to comply with statutory legislation.</p> <p>With regards to wind and solar farms, Strategic Policy 13: Renewable and Low Carbon Energy Development (see Page 157) sets out criteria of which renewable and low carbon development proposals are assessed against. It also sets out Local Search Areas (LSAs) of which are identified as suitable for wind and solar energy development.</p> <p>The Renewable Energy Assessment (See Appendix 17) undertook a high-level constraints assessment of the County Borough to identify areas that are considered more suitable for the location of wind energy and ground mounted solar PV developments. The locations identified have been overlaid alongside the 15 Landscape Character Areas defined as part of the landscape sensitivity assessment set out in SPG20: Renewables in the Landscape (2016).</p> <p>Whilst this assessment finds that all the Council's landscapes are particularly sensitive to large-scale wind and solar developments, it identifies two Landscape Character Areas (1: Llangynwyd Rolling Uplands & Forestry and 8: Ogmere Forest and Surrounding Uplands) as having the least sensitivity to wind turbine development. Landscape Character Area 8: Ogmere Forest and Surrounding Uplands is located within Future Wales' Pre-Assessed Areas for Wind Energy, and in accordance with SP13, any proposal in this area will need to ensure that the intention of the Priority Area designation is not compromised</p> <p>For solar PV developments, the entire County Borough is considered to have high sensitivity to solar schemes greater than 15 hectares (~8.5 MW). However, LCA 12: Newton Down Limestone Plateau is considered to be the least sensitive and is identified in SP13 as a suitable location for solar PV developments in the County Borough.</p>
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			<p>Proposals for large scale energy development are classed as Developments of National Significance and are determined by Welsh Ministers. Future Wales' spatial priority is for large scale wind energy and solar developments to be directed towards Pre-Assessed Areas for Wind Energy (as shown on associated Map within Future Wales).</p> <p>In terms of housing, the Ogmore and Garw Valleys are not identified as areas that will accommodate significant growth in recognition of their topographical and viability based constraints. However, these areas would benefit from community based regeneration and are therefore designated as Regeneration Areas in recognition of the fact that a range of approaches are required to incite community investment opportunities.</p>
119	<p>Please find attached the observations, inserted into maps, of Coity Higher Community Council on the LDP Consultation for our wards. We are also concerned at the number of new houses planned for the borough and the lack of new jobs in comparison. We also have concerns about the infrastructure, particularly around the A48 and its roads and roundabouts.</p>	<p>Concerns relating to housing numbers and jobs / infrastructure around the A48</p>	<p>Comments and annotated maps noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth.</p> <p>Over 30% of the County Borough's population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.</p> <p>A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The 2019 Economic Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of Planning Policy Wales and Technical Advice Note 23, justified further in the Employment Background Paper, and set out in SP11.</p> <p>Policy ENT1 supports SP11 by allocating new employment land for development. Policy ENT2 supports SP11 by safeguarding the employment function of existing business and employment sites. This will enable a range of different sites to come forward.</p> <p>In terms of the A48, the proposed allocations of Strategic Allocation PLA2: Land South of Bridgend (Island Farm) and Housing Allocation COM1(2): Craig y Parcau are supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The site promoter's Transport Assessment reflects the final number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA2 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical</p>

			<p>mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages between the site, the Town Centre and surrounding environs. In addition proposed Policy PLA2 will require the site's green infrastructure network to extend to Newbridge Fields, thereby capitalising on proposed active travel route INM-BR-49 and establishing a 'green lung' that connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents. Housing allocation COM1(2) will also be required to provide a link/extend route on A48 to connect the adjacent site (PLA2) in addition to widening footway on southern side of A48 to 3m and extend length on both southern and northern side. Broadlands roundabout will also be required to be upgraded for pedestrians and cyclists.</p>
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			<p>The site promoter's Transport Assessment has identified that with exception of the A48 proposed site access junction, and the Ewenny Road Roundabout in the AM peak hour, and the B4265 / Ewenny Road junction in both peak hours, the revised Island Farm proposals will result in lower traffic flows through all junctions across the assessment network over both the AM and PM peak hour periods, compared to the previous consented development proposals on the Island Farm Site. As the consented flows are technically already considered to be existing on the highway network, this revised scheme will provide traffic reduction improvements across the local highway network. Previous assessment work on the Island Farm site has identified that the Broadlands Roundabout, Ewenny Roundabout, and Picton Close Junction all show capacity issues in forecast year assessment scenarios both including and excluding the consented Island Farm proposals traffic. Although the revised Island Farm proposals in general bring traffic reductions across these junctions (from what was previously consented), with consideration of background traffic growth alone, these junctions will still likely require mitigation to operate within capacity during future forecast years. The reduction in flows as a result of the revised Island Farm proposals however, may mean that any mitigation measures implemented can potentially achieve greater capacity improvements at each junction. The revised proposals at the Island Farm site include three separate vehicle access points onto the local highway network (compared to just two within the consented scheme). All three site access junctions are expected to operate within capacity under the revised Island Farm proposals. An updated assessment at all three identified junctions, and the site access junctions will be undertaken as part of a future supporting Transport Assessment for the revised Island Farm development, which will ideally include up to date baseline traffic flows as the basis for the assessment (Covid restrictions allowing).</p> <p>The queries outlined on the proposals map are addressed individually below:</p> <p><u>Query status of common south of M4 as per Huw Griffiths E-mail</u> – The Proposals Map does not illustrate every designation such as common land as it would affect the readability of the LDP Proposals Map and Policies shown. However, consideration of common land will take place where relevant during the assessment of a planning application. The designation shown relates to a Site of Importance for Nature Conservation (SINC).</p> <p><u>Protect Parc Derwen Playing Fields as Outdoor Recreational Facility as per Newbridge Fields</u> – Such land is designated for Playing Pitches, Multi Use Games Area and Amenity Greenspace in the Outdoor Sports & Children's Playing Space Audit (2020). The audit document can be used as a tool for development control purposes providing evidence to support planning decisions. Its findings can be used as a means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as a means of safeguarding and enhancing existing facilities as appropriate.</p> <p><u>Protect as 'Green wedge' or similar as per Brackla Ridge</u> – A report (See Appendix 34) has been undertaken of which reviews the existing green wedge designations in the adopted Bridgend Local Development Plan 2006-2021 and considers the need for their continuation in the emerging Replacement Bridgend Local Development Plan 2018-2033. It concludes that whilst existing LDP Policy ENV2: Development in Green Wedges has been successfully used for its primary objective of preventing coalescence, other policies contained within the extant LDP, particularly Policy ENV1: Development in the Countryside, has also been successful in preventing coalescence. Furthermore, the Replacement LDP features defined settlement boundaries and policies of which strictly control development in the countryside, open space, biodiversity, landscape and the environment whilst also allocating sufficient land for housing. As such, it is therefore considered that the green wedge policy need not be taken forward in the Replacement LDP, as it will not be necessary.</p> <p><u>Designate all existing play areas as Outdoor recreational Facilities as per Newbridge Fields</u> – Such land is designated in the Outdoor Sports & Children's Playing Space Audit (2020).</p>
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			<p><u>Designate Parc Derwen Retail area as Town & District Centre – SP12 as per Wildmill and Cefn Glas</u> – Parc Derwen Retail are is not designated in retail hierarchy as set out in the Retail Study Background Paper. However, development proposing a change of use will be subject the relevant planning policies.</p> <p><u>Protect Great Western Avenue and Litchard Playing Fields as Outdoor Recreational Facility as per Newbridge Fields</u> – Such land is designated in the Outdoor Sports & Children’s Playing Space Audit (2020).</p> <p><u>Protect as ‘Green wedge’ or similar as between Coity Village and Parc Derwen</u> – See comments relating to removal of green wedge policy above.</p> <p><u>Green wedge?</u> – See comments relating to removal of green wedge policy above.</p> <p><u>Re-draw the settlement boundary to FULLY exclude the Parc Hospital Burial site. Also provide specific protection as a Cemetery (or similar)</u> – The Council has considered the settlement boundaries of all settlements throughout the county borough, as detailed within the Settlement Development Boundary Review. A schedule and map of the proposed changes to the settlement of Bridgend are set out and illustrated on Page 15 & 16, predominately to accommodate the allocation of the proposed strategic sites. The review also allows for minor amendments and necessary updates to boundaries as detailed within paragraph 4.1.3 (Page 11). However, no additional minor amendments to the settlement boundary of Bridgend were considered logical or necessary during the review of the boundary.</p> <p><u>Protect Coity Playing Field as Outdoor Recreational Facility as per Newbridge Fields</u> – Such land is located outside the settlement boundary, whereby Policy DNP1 strictly controls development.</p>
123 3	<p>The development site west of sarn Park should not begin until the junction 36 north south traffic nightmare has been resolved. This is having a daily & increasing effect on the safety and enjoyment of residents in surrounding villages, as well as threatening the lives of animals grazing the surrounding common lands.</p>	<p>Concern in relation to traffic generated due to development site west of Sarn Park and impact of traffic on safety of the residents and animals grazing.</p>	<p>Comment/ support noted. The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend’s historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p>

			Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.
123	See accompanying info - 'Upper Garw Valley Action Plan'	Comment in relation to Upper Garw Valley Action Plan	Comments noted.
129 6	LDP Consultation Draft Site PLA3 I am a community councillor on Laleston Community Council, I wish to make the following objections to the above proposal. The proposal to build 850 houses in the green wedge site between Bryntirion and Laleston will have many negative impacts on the community. The "natural green buffer" referred to is clearly a nonsense. The natural green buffer is already there and this proposal would remove it. The two areas of Bryntirion and Laleston would coalesce and many public rural footpaths would be lost, and the approach to the town of Bridgend would be negatively impacted. The village of Laleston is a conservation area and would not retain its village appearance. There have been approximately 3000 houses built in the ward over the last 20 years and the infrastructure particularly the roads are already extremely busy. Facilities such as GP services would not cope. The comprehensive school is already over capacity and is turning away children from within the catchment area. The area is of local historic interest with lanes such as Llangewydd Lane date back to prehistoric times and there is the ancient stones field Cae'r hen Eglwys adjacent to the proposed site. The land in question is grade two agricultural land and should be retained for food production as there is much land within the borough that is not such high grade. The Developer is, in my opinion, only concerned with maximising profits as Laleston has the highest average house price in the County Borough but houses should be built where they are wanted. There are many schools in the Borough that have capacity and would welcome more children. I believe that need	Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.	<p>Comments noted. Regarding potential gypsy and traveller site allocations, it is a Welsh Government requirement for all Local Authorities to undertake a Gypsy and Traveller Accommodation Assessment the Housing (Wales) Act 2014 places a legal duty on the Council to meet any identified Gypsy and Traveller accommodation needs. These needs have to be considered as part of the Replacement LDP process and the plan to propose sites to meet any identified need to comply with statutory legislation.</p> <p>The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p>

<p>not greed should be the basis for development. I believe that PLA3 should be deleted from the proposed LDP to keep in line with LS1, important landscapes, LS2 historic environment, LS6 areas with poor air quality, LS7 highway network congestion, LS10 shortfall in affordable housing, LS11 shortage of smaller dwellings, LS14 accessible natural open space.</p>		<p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council’s ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under ‘Cultural Heritage’, which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-</p>
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			<p>Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.</p> <p>Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach to potential landscape and visual opportunities and constraints.</p>
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			<p>for residential development should be considered an acceptable extension to the existing settlement of Bryntirion which would not cause significant or wide-ranging adverse effects upon its surrounding landscape context.</p> <p>Policy PLA3 will ensure that the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through the inclusion of mitigation measures and provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must also not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape.</p> <p>In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutory and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.</p> <p>Given the combination of designated sites, it is concluded that any future planning submission will need to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC and its associated designated features will be retained. Furthermore, such retained features will be further protected from potential harm, damage and disturbance through the sensitive design of built development away from SINC boundaries and inclusion of suitable buffers.</p> <p>The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will provide substantial potential for a balanced provision of areas of informal public open space and wildlife zones. When linked with proposed POS and play areas across the developable site this will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during the development of adjacent land.</p> <p>An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include the native hedgerows delineating the northern boundary and internal field boundaries in addition to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered for their potential to support great crested newt.</p> <p>The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought to locate development across those habitats of predominantly limited ecological value whilst retaining boundary habitats as far as possible. Where retained, such features have been accommodated within proposed informal green space and sustainable transport links, which ultimately enhances connectivity throughout the Site and contributes to the wider green infrastructure resource.</p> <p>Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit predominantly species-poor or defunct), the site is considered to be of sufficient size and extent to enable future development proposals to flexibly avoid and/or mitigate for any significant ecological constraints and compensate where necessary. This will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.</p>
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			<p>Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.</p> <p>In terms of the impacts on primary healthcare provision, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>The site promoter commissioned Air Quality Consultants to undertake an Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic emissions arising from the additional traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations have been modelled for a number of worst-case receptors, representing existing properties where impacts are expected to be greatest. In addition, the impacts of traffic emissions from local roads on the air quality for future residents on the proposed development have been assessed.</p> <p>The assessment has demonstrated that concentrations of PM10 and PM2.5 will remain below the objectives at all existing receptors in 2022, with or without the proposed development, and that all impacts for these pollutants will be negligible.</p> <p>In the case of annual mean nitrogen dioxide, concentrations will remain below the objective at all but one existing receptor (representative of 6-8 homes) in 2022, with or without the proposed development. However, it is now considered unlikely that any new homes within the development will be occupied before 2024, by which time it would be reasonable to expect concentrations at these 8 homes to be below the objective. The assessment has demonstrated that the impacts in terms of annual mean nitrogen dioxide concentrations of the full development traffic being on the roads in 2022 will be negligible everywhere other than at this one receptor, where the impact under this scenario would be moderate adverse. However, bearing in mind that no new homes will be occupied before 2024, and the development is unlikely to be complete and thus generating its full traffic volumes until the 2030s, this scenario is unrealistically worst-case. Applying professional judgement, it is considered most likely that the actual impact of the development at these 8 homes will also be negligible in all years from the first occupation in 2024.</p> <p>The effects of local traffic on the air quality for future residents living in the proposed development have been shown to be acceptable at the worst-case locations assessed, with concentrations being well below the air quality objectives. As such, the overall operational air quality effects of the development are judged to be 'not significant</p> <p>The proposed allocation is supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The Transport Assessment reflects the number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA3 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher</p>
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			<p>densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA3 prescribes a number of placemaking principles for Land West of Bridgend, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p>
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129	<p>In summary we are against this proposal as it goes against much of what the LDP says it is trying to achieve - this proposal puts the wrong type of development with the wrong type of houses in the wrong location. Other sites in Bridgend County may be better placed to support a development of this nature, with less impact. General observations on the wider planning issues: Our residents have observed developers can, and have made arguments after planning consent has been granted, to reduce the levels of social housing based on financial viability and profits and to negotiate changes in conditions. This should not be allowed to continue. Similarly Section 106 monies are not benefitting areas where development and disruption takes place, and is often reneged on; community voices in relation to Section 106 monies are not represented. Road adoption is an issue on new developments, and maintenance of sites at points where they have not been adopted is creating problems. Additionally, the plans as a whole could and should be more ambitious in terms of the figures/percentages for social housing, and developers should be expected to deliver a higher percentage. Bridgend County appears to have become a commuter County and young people cannot afford to stay and get on the property</p>	<p>Comments relating to S106 contributions, employment, and young people within the borough.</p>	<p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>As documented within the SA Report and Spatial Strategy Options Background Paper, the majority of existing, viable, brownfield regeneration sites have recently been delivered under the existing LDP or are committed and expected to come forward within the next few years. However, remaining viable opportunities on previously developed land are exhausted, therefore some greenfield sites are required in a sustainable manner through complementary allocations on the edge of existing settlements. Identification of appropriate Sustainable Urban Extensions has been undertaken in accordance with the Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the Plan. This includes the Candidate Site Assessment, Spatial Strategy Options Background Paper, Housing Trajectory Background Paper and Minimising the Loss of BMV Agricultural Land Background Paper. The rationale for the proposed allocations</p>

<p>ladder. In terms of economic regeneration, we should be aiming to keep more young people employed and living locally.</p>		<p>within the Deposit Plan is clearly outlined in the Candidate Site Assessment. Without exception, all proposed sites are supported by a large body of technical and viability evidence to demonstrate their deliverability.</p> <p>In terms of GP surgeries the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>In terms of infrastructure, policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>Regarding air quality, as part of allocation PLA3: Land West of Bridgend, the site promoter has undertaken an Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic emissions arising from the additional traffic on the AQMA of Park Street. The overall operational air quality effects of the development are judged to be non-significant and have been shown to be acceptable, with concentrations being well below the air quality objectives.</p> <p>In terms of traffic concerns, the Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend’s historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport</p>
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			<p>measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p> <p>In terms of green space and the natural environment, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required</p>
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			<p>to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Furthermore, the Strategy recognises the importance of the Historic Environment and its's fundamental role in distinctive and natural placemaking through the planning system. The historic environment will be protected, conserved and, where appropriate, promoted and enhanced. The impact of any development proposal on the significance and heritage values of individual historic assets, their setting and their contribution to local distinctiveness and character will be required to be fully considered by applicants through the preparation of a heritage impact assessment and statement as part of the planning process, as outlined by Strategic Policy 18 (See Page 208). Development Management Policy (DNP11 – See Page 210) seeks to ensure that, where a development proposal affects a listed building or its setting, special regard must be had to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses.</p>
124 3	<p>In summary we are against this proposal as it goes against much of what the LDP says it is trying to achieve - this proposal puts the wrong type of development with the wrong type of houses in the wrong location. Other sites in Bridgend County may be better placed to support a development of this nature, with less impact. General observations on the wider planning issues: I have observed developers can, and have made arguments after planning consent has been granted, to reduce the levels of social housing based on financial viability and profits and to negotiate changes in conditions. This should not be allowed to continue. Similarly Section 106 monies are not benefitting areas where development and disruption takes place, and is often reneged on; community voices in relation to Section 106 monies are not represented. Road adoption is an issue on new developments, and maintenance of sites at points where they have not been adopted is creating problems and unsafe routes creating hazards and falls risks. Additionally, the plan as a whole could and should be more ambitious in terms of the figures/percentages for social housing, and developers should be expected to deliver a higher percentage than that proposed. Bridgend County appears to have become a commuter County and young people cannot afford to stay and get on the property ladder. In terms of economic regeneration, we should be aiming to keep more young people employed and living locally with truly affordable housing..</p>	<p>Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.</p>	<p>The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix</p>

		<p>13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council’s ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under ‘Cultural Heritage’, which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the</p>
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			<p>historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.</p> <p>Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach to potential landscape and visual opportunities and constraints.</p>
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			<p>the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. PLA3 will also require the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p> <p>Policy PLA3 will require development to incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Additionally, PLA3 requires 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With regards to education and comprehensive school provision, a contribution will be taken in accordance with the Education Facilities and Residential Development SPG and a decision will be made by the Local Education Authority as to how the sum will be utilised.</p> <p>In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site.</p> <p>With respect of drainage, the site promoter has prepared a high-level drainage strategic of which confirms that the site is located with DAM Zone A, which is used within Technical Advice Note 15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment (SCFA which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SFCA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.</p> <p>A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.</p>
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			<p>In terms of the impacts on primary healthcare provision, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>The site promoter commissioned Air Quality Consultants to undertake an Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic emissions arising from the additional traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations have been modelled for a number of worst-case receptors, representing existing properties where impacts are expected to be greatest. In addition, the impacts of traffic emissions from local roads on the air quality for future residents on the proposed development have been assessed.</p> <p>The assessment has demonstrated that concentrations of PM10 and PM2.5 will remain below the objectives at all existing receptors in 2022, with or without the proposed development, and that all impacts for these pollutants will be negligible.</p> <p>In the case of annual mean nitrogen dioxide, concentrations will remain below the objective at all but one existing receptor (representative of 6-8 homes) in 2022, with or without the proposed development. However, it is now considered unlikely that any new homes within the development will be occupied before 2024, by which time it would be reasonable to expect concentrations at these 8 homes to be below the objective. The assessment has demonstrated that the impacts in terms of annual mean nitrogen dioxide concentrations of the full development traffic being on the roads in 2022 will be negligible everywhere other than at this one receptor, where the impact under this scenario would be moderate adverse. However, bearing in mind that no new homes will be occupied before 2024, and the development is unlikely to be complete and thus generating its full traffic volumes until the 2030s, this scenario is unrealistically worst-case. Applying professional judgement, it is considered most likely that the actual impact of the development at these 8 homes will also be negligible in all years from the first occupation in 2024.</p> <p>The effects of local traffic on the air quality for future residents living in the proposed development have been shown to be acceptable at the worst-case locations assessed, with concentrations being well below the air quality objectives. As such, the overall operational air quality effects of the development are judged to be 'not significant'</p> <p>The proposed allocation is supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The Transport Assessment reflects the number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA3 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town</p>
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			<p>Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA3 prescribes a number of placemaking principles for Land West of Bridgend, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p> <p>The site promoter's Transport Assessment confirms that the traffic effect of 850 dwellings is forecast to be in the order of 269 and 243two-way movements in the AM and PM peak hours respectively, although this is considered worst case as attitudinal change towards travel progresses. This quantum of trips equates to just over 4vehicles</p>
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			<p>per minute two-way, diluted across the local highway network. The assessment concludes that the development provides opportunities to create a new western edge to Bridgend in a self-sustaining site offering community facilities suitable for day to-day living. In this way, the transport case for mobility provides the options necessary to promote sustainable travel modes before the private vehicle. The design of the environment, the travel planning and the locational advantages, together with the Mobility Strategy means there is a major benefit for existing and new residents, significantly improving travel choice, for commuting, leisure and social journeys and hence social inclusion. Working from home and from a third-place such as a non-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
31	<p>I am writing in regards to the LDP, to site PLA3 where I and local residents have raised a number of concerns about the infrastructure and environment, the impact on Newcastle ward and the facilities they use including roads, medical and education, which may be outside of the ward, used by those who live in the ward. The residents inform and are worried that the infrastructure is not in place and would be unable to cope, when we have already developments being built, which already causing pressure on facilities. The local Comprehensive School, for example, has not yet caught up with the housebuilding of the previous decade. The viability of further expansion of Bryntirion Comprehensive School is very doubtful due to road access constraints. Other aspects of infrastructure including sewerage, drainage, NHS services, etc. have not been anywhere nearly adequately addressed. In Newcastle ward the air quality testing in Park Street reveals it to be one of the most polluted locations in the County and it is my understanding that these extra homes are not part process when working out to remedy the situation. Increased road traffic would also put further strain on the A473 junctions at Heol y Nant and other junctions that lead on to Park Street, with Park Street already has long queues on, which is already strained for capacity. Therefore because of the impact on my ward, I or the residents I have spoken to cannot support</p>	<p>Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.</p>	<p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>As documented within the SA Report and Spatial Strategy Options Background Paper, the majority of existing, viable, brownfield regeneration sites have recently been delivered under the existing LDP or are committed and expected to come forward within the next few years. However, remaining viable opportunities on previously developed land are exhausted, therefore some greenfield sites are required in a sustainable manner through complementary allocations on the edge of existing settlements. Identification of appropriate Sustainable Urban Extensions has been undertaken in accordance with the Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the Plan. This includes the Candidate Site Assessment, Spatial Strategy Options Background Paper, Housing Trajectory Background Paper and Minimising the Loss of BMV Agricultural Land Background Paper. The rationale for the proposed allocations within the Deposit Plan is clearly outlined in the Candidate Site Assessment. Without exception, all proposed sites are supported by a large body of technical and viability evidence to demonstrate their deliverability.</p>

<p>the proposal set out because of the impact on Newcastle ward and those who use local facilities, which includes the lack of facilities, infrastructure and the impact on the environment with the extra traffic. Therefore this proposal should be removed from the LDP.</p>		<p>In terms of education, the development will be required to fund a new primary school, which will be provided on-site, and also additional secondary education contributions in accordance with the Educational Facilities and Residential Development Supplementary Planning Guidance document. The site promoter has demonstrated that this site can viably support a contribution towards such education provision. In addition to provision of the on-site primary school, the Local Education Authority will determine the exact manner in which the secondary education contribution will be employed at an appropriate point in the future to ensure effective school provision.</p> <p>In terms of GP surgeries the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>In terms of infrastructure, policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>In terms of traffic concerns, the Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend’s historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of</p>
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			<p>delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p> <p>In terms of green space and the natural environment, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
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435	<p>General observations on the wider planning issues: Our residents have observed developers can, and have made arguments after planning consent has been granted, to reduce the levels of social housing based on financial viability and profits and to negotiate changes in conditions. This should not be allowed to continue. Similarly Section 106 monies are not benefitting areas where development and disruption takes place, and is often reneged on; community voices in relation to Section 106 monies are not represented. Road adoption is an issue on new developments, and maintenance of sites at points where they have not been adopted is creating problems. Additionally, the plan as a whole could and should be more ambitious in terms of the figures/percentages for social housing, and developers should be expected to deliver a higher percentage. Bridgend County appears to have become a commuter County and young people cannot afford to stay and get on the property ladder. In terms of economic regeneration, we should be aiming to keep more young people employed and living locally.</p>	<p>Concerns relating to S106 contributions as well as employment opportunities for young people within the borough.</p>	<p>A Plan-Wide Viability Assessment (2021) (See Appendix 32) was prepared to determine the extent to which the LDP can contribute to the need identified in the LHMA over the plan period. The Assessment considered the broad levels of development viability across the County Borough's seven Housing Market Areas as identified within the LHMA and was supplemented with site specific viability testing for those sites key to delivery of the Plan. This process informed the contribution that sites (within different market areas) can make to the delivery of affordable housing, along with other key infrastructure requirements. The findings of the viability assessment are reflected in the affordable housing targets contained in Policy COM3. This process follows guidance set out in the Welsh Government's Development Plans Manual and should ensure that the provision of affordable housing is viable in the majority of cases. However, in exceptional cases, viability negotiations on a site by site basis may be necessary. This may result in the level of affordable housing being reduced.</p> <p>In terms of affordable housing provision, the Council has prepared an updated Local Housing Market Assessment (LHMA) for the County Borough (See Appendix 23). This assessment has informed the Replacement LDP to ensure the plan will provide an appropriate contribution to affordable housing provision, through viable thresholds and proportions.</p> <p>While additional affordable housing is needed throughout the County Borough, this varies by Housing Market Area in terms of quantity and type, with Bridgend having been identified as the highest housing need area. This evidence, combined with the Settlement Assessment (See Appendix 19) and Spatial Strategy Options (See Appendix 43) Background Paper, informed the classification of Bridgend as the Primary Key Settlement within the Settlement Hierarchy and the primary focus for sustainable growth. Equally, the LHMA identified high need within and informed classification of the other Main Settlements in the Strategy (including Pencoed, Porthcawl and the grouped settlement of Pyle, Kenfig Hill and North Cornelly), along with moderate need in Maesteg. The Spatial Strategy has therefore been developed to maximise affordable housing delivery in high housing need areas.</p> <p>The LDP is one significant means of addressing this shortfall, although it must be recognised that its policies and allocations are not the only mechanism to deliver affordable housing. The Plan-Wide Viability Assessment (2021) (See Appendix 32) was therefore prepared to determine the extent to which the LDP can contribute to the need identified for affordable housing across the County Borough over the plan period. The Assessment considered the broad levels of development viability across the County Borough's seven Housing Market Areas as identified within the LHMA and was supplemented with site specific viability testing for those sites key to delivery of the Plan. This process informed the contribution that sites (within different market areas) can make to the delivery of infrastructure, affordable housing and other policy requirements. These requirements are reflected in Development Management Policy COM3.</p> <p>During the plan period, development proposals within the LDP are expected to deliver a total of 1,977 affordable dwellings across the County Borough in order to contribute to the level of housing need identified by the LHMA. The remaining need for affordable housing (identified in the LHMA) will need to be delivered through a range of other mechanisms. These mechanisms include capital grant funding (Social Housing Grant or otherwise), self-funded Registered Social Landlord developments, private sector leasing schemes, re-utilisation of empty homes and re-configuration of existing stock. However, these mechanisms are outside the scope of the LDP itself, especially considering that past availability of capital funding (notably Social Housing Grant) does not provide a robust indication of the future availability of funding over the life of the LDP.</p>
45	<p>Draft Local Development Plan Proposed site: PLA3, LAND WEST OF BRIDGEND Locally known as the "Circus Field" (and surrounding) site Proposal for 850 houses, etc. To: whom it may concern at Bridgend</p>	<p>Concerns relating to loss of green space, infrastructure, school's capacity,</p>	<p>Comments noted. Regarding potential gypsy and traveller site allocations, it is a Welsh Government requirement for all Local Authorities to undertake a Gypsy and Traveller Accommodation Assessment the Housing (Wales) Act 2014 places a legal duty on the Council to meet any identified Gypsy and Traveller accommodation needs. These needs have to be considered as part of the Replacement LDP process and the plan to propose sites to meet any identified need to comply with statutory legislation.</p>

<p>County Borough Council I hereby object to the above proposal and ask for this site to be deleted from the final LDP, on the following grounds. • Further housing is not necessary at this location. An evidence-based case has not been made. The West of Bridgend area has been the site of some 3000 new houses in recent years. This is already a disproportionate amount. It would be bad planning to add a further 850 houses to this area. To make this delicate site profitable, even so-called “affordable” housing would be beyond the means of most young persons. • Infrastructure is not in place to support further development. The local comprehensive school, for example, has not yet caught up with the housebuilding of the previous decade. The viability of further expansion of Bryntirion Comprehensive School is very doubtful due to road access constraints. Section 106 contributions from a developer would therefore be futile for this purpose. Sending children from the proposed site to other comprehensive schools would violate the local place making principles stated in the draft LDP. Other aspects of infrastructure including sewerage, drainage, NHS services, etc. have not been anywhere nearly adequately addressed. • Further along the A473, air quality testing in Park Street reveals it to be one of the most polluted locations in the county. Generating more traffic to use the A473 violates the sustainable development principles contained in the draft LDP. • Further road traffic would also put further strain on the A473 junctions with Elm Crescent and Heol y Nant, the traffic lights at Bryngolau, and the A48 Broadlands roundabout, which is already strained for capacity. This development would inevitably lead to further traffic driving through the village of Laleston to access the A48 and thereby the M4. • The site would coalesce the community boundaries of Bryntirion and Laleston, contrary to good planning principles. • The site has an inherently rural aspect, it forms a green wedge bordering a ward that is officially rural, and a ward that is officially</p>	<p>traffic, air quality, the historic environment and employment.</p>	<p>The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated</p>
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<p>urban. The overall effect would be the urbanisation of the entire district. Urbanisation would violate the council's objective of maintaining and enhancing the natural resources and biodiversity of the county borough. • This green wedge is the location of the Laleston Stones Trail, and the Bridgend Circular Walk, and is a field, woodland and hedgerow system with an historical heritage. Llangewydd Road and its surrounding lane network have been identified by historians as a pre-historic ridgeway, a medieval pilgrims' way, Ffordd y Gyfraith ("The Way of the Law"), and a drovers' road. There is a strong possibility of Roman and Celtic archaeology on site. • The proposed site is criss-crossed by public rights of way which have been conscientiously maintained by the Community Council and which are highly valued by local people and visitors. Urbanising them would create a miserable aspect, which the developer's proposals for "corridors" would not mitigate. Developers would leave the site transferring corridor maintenance costs onto the community. • No evidence has been produced to show that the commercial benefits of building at this location would more than outweigh the loss of positive social value of the site in its current condition. Overall, there would be a severe loss of visual, social and public amenity. • The loss of the rich and diverse flora and fauna of the woodland, fields and hedgerows is not justified by any commercial benefit from this development. • This is a greenfield site which is a barrier between Laleston and Bridgend, it should not be built over when there are numerous suitable brownfield sites across the county borough • This urbanisation would create an undesirable precedent for further urbanisation to south, north and west. It would move the built-up area's boundary, making further greenfield development difficult to resist. This would cause further coalescence, with Broadlands to the south, Penyfai to the north, and towards Pyle in the west. - The proposal to close Llangewydd Road to</p>		<p>alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking</p>
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<p>vehicular traffic is undesirable and disingenuous. a) Undesirable, because this lane is already a popular walking and cycling route, and vehicular traffic coexists without difficulty on this stretch. Alternative vehicle movements, along the lane north from the A473 at Crossways, towards the Old Church Field, as apparently recommended by the developer, would cause unacceptable conflict with walkers and cyclists along a lane that would require considerable upgrading and maintenance due to its current poor state for vehicular traffic and regular flooding throughout the winter months. Alternative vehicular movements would not be equally convenient to any users of the lane network, and the unintended consequences could be severe. They have not been investigated. b) Disingenuous, because no evidence has been put forward to argue for the closure of Llangewydd Road. It is therefore reasonable to suggest that a credible motive for this closure is to eliminate Llangewydd Road as a 'natural' boundary for the development. Removing vehicular traffic removes this boundary and leaves the way wide open to future applications for further housing development towards Penyfai, which planners would find difficult to resist. This would repeat the experience of Broadlands, where an initial development of a slightly larger size than this proposal grew from a new settlement measured in hundreds to one now numbered in thousands. The inclusion of Old Church Field (north of Llangewydd Road) in the proposal, while on the face of it a philanthropic measure, could in reality be a further indication of an ambition to expand this development further northwards. - In a nutshell, this proposal puts the wrong type of development with the wrong type of houses in the wrong location. A case is not made and the proposal should be set aside and not progressed in the LDP.</p>	<p>approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.</p> <p>Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach to potential landscape and visual opportunities and constraints.</p> <p>The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site. However, the embedded mitigation and the approach to design is considered to minimise adverse effects over time as the proposed landscape establishes and overall the predicted effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site.</p> <p>The appraisal included a review of national and local policy, landscape character and visual amenity. The appraisal included assessment of the National Landscape Character Assessment (NLCA), LANDMAP, and Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) in addition to an on-site assessment. The appraisal confirms that the site relates well both in landscape and visual terms to the existing landscape and settlement, and that the site represents a logical extension to Bryntirion provided a considered design is sensitive to the site's existing characteristics. The design appraised responds sensitively to assets on site such as the Bridgend Circular Walk, the byway, the hedgerow network and vegetated site boundaries. As</p>
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			<p>such the proposals put forward at this stage are considered to be a thoughtful and easily assimilated future development of this site.</p> <p>Mitigation measures include:</p> <ul style="list-style-type: none">• The Laleston Meadows SINC would be brought into regular long-term management. This would protect the visual amenity and landscape character of this northern part of the site. A landscape buffer would set development back from the SINC, and dwellings would front onto it. The SINC could be used as a mitigation receptor site (in ecological terms) and the grazed fields currently within the SINC could be improved by the proposals as well as maintained in the long term. The SINC offers a great opportunity for informal and natural play on site provided increased public access would not clash with its ecological function;• The site contains very few of the key characteristics listed in the published documents on Laleston SLA. The site has a strong network of hedgerows, some which would be lost and the field pattern replaced by urban form. However, the retained hedgerows and trees would be protected by landscape buffers and some of the character of the SLA within which the site lies would be retained;• Provision of structural landscaping, a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. Areas of open space would be bolstered by considered structural planting to create an aesthetically pleasing urban development which is well integrated with the proposed landscape strategy and the settled landscape character currently experienced in the local area;• Retention of existing landscape features (hedgerows and trees) is a priority of the emerging proposals as it forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site;• Adequate replacement planting of local species in appropriate locations to compensate for any loss of trees and hedgerows, and enhancement planting; and• The location of public open space, public footpaths and the street-alignment has been designed to protect and reflect local character. <p>Through consideration of the findings above, it is anticipated that any notable landscape and visual effects resulting from the addition of the proposed scheme would be localised in extent and contained within a c.400m radius of the site, despite the site's relatively open character.</p> <p>Overall it is considered that the masterplan framework proposed for the site has been sensitively designed through a landscape and ecology-led approach, with appropriate incorporation of mitigation measures in order to address concerns of the site in relation to landscape and visual matters. As such, the promotion of this site for residential development should be considered an acceptable extension to the existing settlement of Bryntirion which would not cause significant or wide-ranging adverse effects upon its surrounding landscape context.</p> <p>Policy PLA3 will ensure that the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through the inclusion of mitigation measures and provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must also not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape.</p> <p>In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutorily and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.</p>
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			<p>and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With regards to education and comprehensive school provision, a contribution will be taken in accordance with the Education Facilities and Residential Development SPG and a decision will be made by the Local Education Authority as to how the sum will be utilised.</p> <p>In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site.</p> <p>With respect of drainage, the site promoter has prepared a high-level drainage strategic of which confirms that the site is located with DAM Zone A, which is used within Technical Advice Note 15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment (SCFA which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SFCA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.</p> <p>A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.</p> <p>In terms of the impacts on primary healthcare provision, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p>
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			<p>social journeys and hence social inclusion. Working from home and from a third-place such as a non-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
147	<p>There is a large area of open space situated adjacent to The Chase and Foxfields in Brackla that could be suitable for part being identified as future community allotment space. There is limited allotment space in Brackla and nothing available in the eastern part of Brackla.</p>	<p>Proposed use of open space in Brackla for community allotment</p>	<p>Comments noted.</p> <p>The Replacement LDP supports the provision of additional allotment space. Policy SP9 recognises Allotments as one of a number of key social and community facilities that play an important part in maintaining and improving the health and well-being of children and adults alike. The existence of such facilities is a key determinant in creating viable, sustainable and inclusive local communities. Policy SP9 therefore seeks to protect and enhance such facilities, whilst Policy SP10 seeks to provide new facilities where they are needed and justified. The principal opportunity for securing the provision of new facilities is related to the need generated by new development proposals. In this regard, Policy COM10 sets a benchmark standard for the provision of allotment space to be incorporated within the green infrastructure strategy for all new residential development proposals.</p> <p>With specific reference to the representor's comments, Policy COM12 of the LDP also supports the provision of allotments and community food networks wherever suitable opportunities arise and not just relative to new development proposals. This recognises their importance in helping to deliver the objectives of the Local Wellbeing Plan, the promotion of biodiversity and habitat creation as part of the County Borough's green infrastructure network and the regeneration of open spaces. This includes proposals from local community groups, and in that regard the proposal will be supported through the replacement LDP process (if deemed necessary) in close liaison with other Council Service Areas.</p>
59	<p>General Comments</p> <p>The coronavirus pandemic has exposed the consequences of poor and crowded housing, and shown the importance of access to green and blue spaces, outdoor play facilities, and digital infrastructure. Therefore, the LDP should seek to update local planning policies to ensure that housing developers are required to produce housing of the highest quality the authority is legally allowed to demand, require the maximum legally allowed green spaces, play areas etc, and should be considered within the philosophy that housing developments are about the building of communities rather than estates.</p> <p>The proposed affordable housing requirements are a joke. The existing system of requiring developers to allocate proportions of their estates for 'affordable' housing has failed – with half of promised</p>	<p>Concerns over housing design standards, provision of open spaces and play areas, affordable housing levels, air pollution, education needs of new development, pressure on infrastructure, impact of development in Llynfi Valley on A4063 and Valleys Gateway</p>	<p>Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. In achieving sustainable development, the Replacement LDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve Good Design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area, in addition to harming the collective street scene. Various elements (e.g., visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts. This will be achieved through the implementation of Policy SP3: Good Design and Sustainable Place Making, which will require all development proposals to be supported through the submission of appropriate design and technical information to demonstrate compliance with 2 overarching and 14 detailed policy criteria.</p> <p>The Plan-Wide Viability Assessment (See Appendix 32) was prepared to determine the extent to which the LDP can contribute to the need identified for affordable housing across the County Borough over the plan period. The Assessment considered the broad levels of development viability across the County Borough's seven Housing Market Areas as identified within the Local Housing Market Assessment (see Appendix 24) and was supplemented with site-specific viability testing for those sites key to delivery of the Plan (i.e., the Strategic Sites). This process informed the contribution that sites (within different market areas) can make to the delivery of infrastructure, affordable housing and other policy requirements. Any affordable housing delivered through the planning system and secured by a Section 106 Agreement must meet the definitions of WG's Technical Advice Note 2: Planning and Affordable Housing.</p>

<p>homes never delivered, and a questionable definition of 'affordable' used (with any home bought using the help to buy scheme classed as 'affordable' – with that scheme being often used for homes up to 300k, and at least half of them sold for over 150k). Social Housing provision remains pitiful, and the proposed LDP will do nothing to address this.</p> <p>I propose therefore that all new housing estates should have the target of 40% housing being social housing. This figure comes from the Public Policy Institute for Wales estimates of housing need in Wales, which estimates 40% of new homes need to be social housing to address the housing need. The housing sector (homelessness charities etc) largely regards this to be an under-estimate and wants at least 50% social housing.</p> <p>To finance this, the authority should explore using its new powers to borrow for financing social housing, work with housing associations to identify their own sources for finance for this, and then adopt a co-operative model of financing new estates with housing developers on land identified for housing. No estate should be given planning permission unless it is to be an estate of mixed housing tenures.</p> <p>Air pollution should be taken far more seriously. Despite grandiose statements in the media, the track record of the authority in the last decade has indicated this is not the case currently. One housing development was approved despite an acknowledgement that it would lead to increased air pollution in an area already designated as an air quality management area, and the Pentre Felin development and involves a new road being constructed despite the future generations act making it clear that environmental considerations should be more prominent in the planning system. I therefore recommend the LDP specifically states that a development will not go ahead if it is near an area identified</p>		<p>The Plan wide viability assessment demonstrates that a target of 40% affordable housing would not be deliverable. Viability was tested for a range of different site typologies across each HMA, reflecting an appropriate affordable housing contribution and locally derived housing mix. All appraisals were undertaken to reflect costs and values at a fixed point in time, having been informed by a series of detailed discussions with a local representative steering group from January to September 2020. The scenarios appraised in the Plan-Wide Assessment will therefore not necessarily match any future actual development due to changing variables and/or specific development costs that may arise on certain sites. However, the scenarios do provide a robust basis to inform policy development based on a series of robust assumptions discussed at length with the steering group. The Assessment ultimately identified broad development viability across the different HMAs, detailing the extent to which sites in different areas can contribute to the delivery of infrastructure, affordable housing and other LDP policy requirements. These requirements are reflected in Development Management Policy COM3.</p> <p>During the plan period, development proposals within the LDP are expected to deliver a total of 1,977 affordable dwellings across the County Borough in order to contribute to the level of housing need identified by the LHMA. The remaining need for affordable housing will need to be delivered through a range of other mechanisms. These mechanisms include capital grant funding (Social Housing Grant or otherwise), self-funded Registered Social Landlord developments, private sector leasing schemes, re-utilisation of empty homes and re-configuration of existing stock. However, these mechanisms are outside the scope of the LDP itself, especially considering that past availability of capital funding (notably Social Housing Grant) does not provide a robust indication of the future availability of funding over the life of the LDP. Likewise, it is beyond the scope of the LDP to legislate for the financing of affordable housing delivery.</p> <p>Comments noted, although, as specified within Policy SP4, all applications for development proposals must clearly demonstrate how they contribute to climate change mitigation and adaptation through application of the criteria-based policies. The criteria within SP4 require development to both mitigate and adapt to climate change, thereby minimising its underlying causes and planning for its consequences. Furthermore, Policy DNP9 goes further by stating that development proposals will only be permitted where it can be demonstrated that they would not cause a new or exacerbate an existing unacceptable risk of harm due to a range of factors, which include the impact on air pollution. If development is proposed in an area already suffering from air pollution, then mitigation measures will be required. The supporting text to Policy DNP9 specifies the circumstances in which an Air Quality Assessment will be required and that the appropriate approach is to consider each development on a case-by-case basis as the scale, type and location of a proposal will have a significant bearing on whether it will cause significant risk to air quality and/or will result in an increased number of individuals being exposed to poor air quality.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development. Policy DNP8 seeks to ensure that Bridgend's green infrastructure assets are valued, protected, enhanced and managed through a green infrastructure network. At the landscape scale green infrastructure assets can comprise entire ecosystems such as wetlands, woodlands, heathlands and waterways. At a local scale, it might comprise of parks, fields, footpaths, Public Rights of Way, cycle ways, common land, open access land, allotments, cemeteries, landscaped areas and gardens. At smaller scales, individual urban interventions such as street trees, roadside verges, and green roofs can all contribute to green infrastructure networks. The County supports a wealth of Green Infrastructure assets that together comprise the strategic network, which is set out in the Green Infrastructure Assessment (See Appendix 23). When appropriately planned, designed and managed, green infrastructure has the potential to deliver a wider range of benefits for people and wildlife. By considering the multiple functions that a Green Infrastructure asset can provide simultaneously, it can significantly reduce costs for individuals, businesses and public bodies, whilst enhancing the quality of life and health of residents, workers and visitors to Bridgend.</p>
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<p>as having poor quality. The Welsh Government will be legislating on air quality, and the authority is advised to ensure it's LDP is future proofed for dealing with the content of this legislation.</p> <p>The LDP should also ensure that it contains provision for green infrastructure, which includes but is not limited to:</p> <ul style="list-style-type: none"> • Electric car charging points • Active travel routes that will realistically happen and are suitable for all to use • Trees by busy roads • Public transport • Locally based public services such as libraries rather than large centralised facilities requiring cars to get to. <p>The education department has acknowledged it cannot cope with the numbers expected from some developments (and many schools have no places now), so the LDP should consider how the educational needs can be met within the context of all proposed developments. There also needs to be an acknowledgement that this has happened because of shoddy development, inadequate S106 agreements, and poor planning. Without admitting these mistakes, they will be repeated.</p> <p>The LDP needs to consider how it can remain flexible enough to take advantage of opportunities for economic development, even if they pose a strain on infrastructure. This means they should consider the impact that development could have on deterring investment from firms who don't want to locate in traffic hotspots.</p> <p>The authority should also consider the impact that broken promises, and the apparent lack of consequences there are for breaching planning conditions, have on public confidence in the planning system and should be consider more robust policies to ensure that planning conditions are adhered to once permission is given.</p>		<p>Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision. Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum. Members of the Education Department have contributed at all stages of the preparation of the Replacement LDP, to ensure that the education needs of proposed new developments could be included in the key requirements of Policies PLA1-5 and factored into the plan wide and site-specific viability appraisals.</p> <p>A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The 2019 Economic Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of Planning Policy Wales and Technical Advice Note 23, justified further in the Employment Background Paper, and set out in Policy SP11.</p> <p>Enforcement of planning conditions and changes to the planning system are not matters for the LDP.</p> <p>The Plan has to be prepared in the context of national legislation and guidance and has to be informed by an evidence base comprising of background papers and other technical documents. The written statement has been written with the aim of being understandable and not too technical or jargonistic, but its content must reflect the fact that it is a land use plan. The Plan has been accompanied by an easy read summary leaflet, and the opportunity for telephone calls on an appointment basis where Officers were on hand to help talk interested persons through the Plan, its policies and proposals and how to comment. The Local Development Plan has to be written in a particular style to meet the guidance set out in the LDP regulations manual.</p> <p>Policy PLA8(10) acknowledges that there are significant constraints along the A4063 between Sarn and Maesteg which generate capacity and safety concerns. Appropriate improvements to address these concerns will continue to be pursued and secured through the use of Highway and Planning Agreements where they relate to the impact of new development.</p> <p>The Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore, a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation. Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan</p>
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<p>The authority should also be more willing to address the fact that many of the aspirations it has publicly stated on social justice, the environment etc, are incompatible with a planning system rigged in favour of large developers who use the threat of the planning inspector to water down S106 agreements and conditions that mitigate developments. The audit office has highlighted how many authorities have become too risk averse when taking on large developers, and allowed shoddy development through as a result. Instead of being risk averse, the authority should be more willing to stand its ground, and when it loses to the planning inspector should publicise the fact the planning inspectorate is an undemocratic body that regularly makes decisions in the interests of guaranteeing profits for developers over the rights of local communities. This will generate the political momentum for wider changes to be made to the planning system in the interest of the principles outlined above.</p> <p>Hiding behind legalistic and bureaucratic terminology to drive unpopular developments through undermines confidence in the authority as a whole, and the authority should be far more willing to stand up for the people who live here even if it means occasionally losing an appeal to the inspector</p> <p>Housing - Valleys Gateway I am pleased the authority finally recognises that Valleys gateway does not have the infrastructure to support more housing. However, existing developments will continue to put that infrastructure under strain.</p> <p>The LDP states that there will be “Unspecified improvements to the A4063 between Tondu and Maesteg” – this needs more detail and wider consultation so the problems of traffic throughout Valleys Gateway are addressed rather than narrowly focused on the A4063. There</p>		<p>(See Appendix 29). Policy PLA8(3) identifies a need to improve the capacity of the Maesteg to Bridgend railway line to encourage more trips to be made by public transport. Background Paper 13 – Rail Commuter Trips and Infrastructure (See Appendix 53) highlights that Transport for Wales have already introduced refurbished trains on this route, greatly increasing passenger capacity. TfW have further plans to introduce brand new trains in December 2022, with particular emphasis on allowing more room for bikes and pushchairs. In addition, feasibility work is already well progressed to explore the potential of increasing service frequency on the line.</p> <p>In terms of the provision of GP surgeries and medical facilities, the Council has engaged with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>Policy PLA8(10) acknowledges that there are significant constraints along the A4063 between Sarn and Maesteg which generate capacity and safety concerns.</p> <p>Aberkenfig is classed as a District Centre in the Retail Hierarchy set out in Policy SP12. As such it is seen as a hub of socio-economic activity and an appropriate location for new retail, leisure and supporting commercial development. Opportunities will be sought to regenerate and improve the retail environment of all centres identified in the hierarchy, including improvements to access by all modes of transport, prioritising walking, cycling and public transport.</p>
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	<p>needs to be a joined-up approach using all the various sources of finance to find a solution for the whole area.</p> <p>It is also disappointing that despite acknowledging this lack of infrastructure, the LDP proposes housing developments further up the valley – just where exactly does the authority expect the traffic to go through on its way to the motorway?</p> <p>Although there are no new proposed developments, the existing developments are yet to be completed. I would request the LDP considers how the Valleys Gateway can accommodate such development without requiring the proposed link road (environmentally damaging and won't achieve anything), can incorporate it with alternatives that work for the community, and considers the requirements for more health service infrastructure.</p> <p>Road Safety must also be addressed on the A4063.</p> <p>Bridgend Road in Aberkenfig should be considered a high street offering retail and hospitality, and supported as such. Our restaurants attract people from all over South Wales, who find a lack of facilities when they arrive. We need better road safety, safer walking routes from Sarn train station, public toilets re-opened etc.</p> <p>Coytrahen has been previously designated as a rural area where development is not permitted – I support the continued designation of Coytrahen as a rural area.</p>		
107	<p>The Deposit Replacement LDP does not take into account the impact on neighbouring communities in the Vale of Glamorgan, specifically the villages of Ewenny and Corntown. Please do not assume that a raft of policies will influence human nature - 800 + new houses to the south of Bridgend will result in another 800 + cars travelling through those communities twice a day. The policies did not influence</p>	<p>No changes – concern over impact on Vale of Glamorgan</p>	<p>Comments noted.</p> <p>The Vale of Glamorgan Council have been consulted at all stages of the Replacement LDP preparation.</p>

	the residents of the Broadlands development who commute through these rural villages.		
1020	It's a dogs dinner. How can it have any credibility when your own Cabinet members are objecting to elements of it. Bin it, employ better officers and start again.	No changes	Comments noted
121	<p>The Well-being of Future Generations (Wales) Act 2015 has 7 key requirements for Wales: Prosperity; Resilience; Health; Equality; Global Responsibility and, most importantly A Wales of cohesive communities and A Wales of vibrant culture and thriving Welsh language.</p> <p>Members feel the Community of Coychurch Higher needs to be considered when allocation of facilities and services are considered. Members also feel there has been little mentioned in the draft LDP to ensure BCBC promotes the culture of Wales and most importantly, the Welsh Language and, as is this forms part of the Act, Members feel strongly that this needs to be addressed.</p>	No changes – concern over promotion of Welsh Language.	<p>Comment noted.</p> <p>Please refer to Appendix 50, Background Paper 10 – Assessment of LDP Vision, Objectives and Strategic Policies against the WBFG Act. Whilst the Local Development Plan is a land use plan, the assessment considers the Replacement LDP will have a neutral or positive contribution towards the creation of “A Wales of Vibrant Culture and Thriving Welsh Language.”</p>
59	<p>1. General Comments</p> <p>The coronavirus pandemic has exposed the consequences of poor and crowded housing, and shown the importance of access to green and blue spaces, outdoor play facilities, and digital infrastructure. Therefore, the LDP should seek to update local planning policies to ensure that housing developers are required to produce housing of the highest quality the authority is legally allowed to demand, require the maximum legally allowed green spaces, play areas etc, and should be considered within the philosophy that housing developments are about the building of communities rather than estates.</p> <p>The proposed affordable housing requirements are a joke. The existing system of requiring developers to allocate proportions of their estates for 'affordable'</p>	No changes - Concerns over housing design standards, provision of open spaces and play areas, affordable housing levels, air pollution, green infrastructure, education needs of new development, re-use of empty properties in town centres, land east of Pyle, pressure on infrastructure, impact of development in Llynfi Valley on	<p>Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. In achieving sustainable development, the Replacement LDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve Good Design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area, in addition to harming the collective street scene. Various elements (e.g. visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts. This will be achieved through the implementation of Policy SP3: Good Design and Sustainable Place Making, which will require all development proposals to be supported through the submission of appropriate design and technical information to demonstrate compliance with 2 overarching and 14 detailed policy criteria.</p> <p>The Plan-Wide Viability Assessment (See Appendix 32) was prepared to determine the extent to which the LDP can contribute to the need identified for affordable housing across the County Borough over the plan period. The Assessment considered the broad levels of development viability across the County Borough's seven Housing Market Areas as identified within the Local Housing Market Assessment (see Appendix 24) and was supplemented with site-specific viability testing for those sites key to delivery of the Plan (i.e., the Strategic Sites). This process informed the contribution that sites (within different market areas) can make to the delivery of infrastructure, affordable housing and other policy requirements. Any affordable housing delivered through the planning system and secured by a Section 106 Agreement must meet the definitions of WG's Technical Advice Note 2: Planning and Affordable Housing.</p>

<p>housing has failed – with half of promised homes never delivered, and a questionable definition of ‘affordable’ used (with any home bought using the help to buy scheme classed as ‘affordable’ – with that scheme being often used for homes up to 300k, and at least half of them sold for over 150k). Social Housing provision remains pitiful, and the proposed LDP will do nothing to address this.</p> <p>I propose therefore that all new housing estates should have the target of 40% housing being social housing. This figure comes from the Public Policy Institute for Wales estimates of housing need in Wales, which estimates 40% of new homes need to be social housing to address the housing need. The housing sector (homelessness charities etc) largely regards this to be an under-estimate and wants at least 50% social housing.</p> <p>To finance this, the authority should explore using its new powers to borrow for financing social housing, work with housing associations to identify their own sources for finance for this, and then adopt a co-operative model of financing new estates with housing developers on land identified for housing. No estate should be given planning permission unless it is to be an estate of mixed housing tenures.</p> <p>Air pollution should be taken far more seriously. Despite grandiose statements in the media, the track record of the authority in the last decade has indicated this is not the case currently. One housing development was approved despite an acknowledgement that it would lead to increased air pollution in an area already designated as an air quality management area, and the Pentre Felin development and involves a new road being constructed despite the future generations act making it clear that environmental considerations should be more prominent in the planning system. I therefore recommend the LDP specifically states that a development will</p>	<p>A4063 and Valleys Gateway</p>	<p>The Plan wide viability assessment demonstrates that a target of 40% affordable housing would not be deliverable. Viability was tested for a range of different site typologies across each HMA, reflecting an appropriate affordable housing contribution and locally derived housing mix. All appraisals were undertaken to reflect costs and values at a fixed point in time, having been informed by a series of detailed discussions with a local representative steering group from January to September 2020. The scenarios appraised in the Plan-Wide Assessment will therefore not necessarily match any future actual development due to changing variables and/or specific development costs that may arise on certain sites. However, the scenarios do provide a robust basis to inform policy development based on a series of robust assumptions discussed at length with the steering group. The Assessment ultimately identified broad development viability across the different HMAs, detailing the extent to which sites in different areas can contribute to the delivery of infrastructure, affordable housing and other LDP policy requirements. These requirements are reflected in Development Management Policy COM3.</p> <p>During the plan period, development proposals within the LDP are expected to deliver a total of 1,977 affordable dwellings across the County Borough in order to contribute to the level of housing need identified by the LHMA. The remaining need for affordable housing will need to be delivered through a range of other mechanisms. These mechanisms include capital grant funding (Social Housing Grant or otherwise), self-funded Registered Social Landlord developments, private sector leasing schemes, re-utilisation of empty homes and re-configuration of existing stock. However, these mechanisms are outside the scope of the LDP itself, especially considering that past availability of capital funding (notably Social Housing Grant) does not provide a robust indication of the future availability of funding over the life of the LDP. Likewise, it is beyond the scope of the LDP to legislate for the financing of affordable housing delivery.</p> <p>As specified within Policy SP4, all applications for development proposals must clearly demonstrate how they contribute to climate change mitigation and adaption through application of the criteria-based policies. The criteria within SP4 require development to both mitigate and adapt to climate change, thereby minimising its underlying causes and planning for its consequences. Furthermore, Policy DNP9 goes further by stating that development proposals will only be permitted where it can be demonstrated that they would not cause a new or exacerbate an existing unacceptable risk of harm due to a range of factors, which include the impact on air pollution. If development is proposed in an area already suffering from air pollution, then mitigation measures will be required. The supporting text to Policy DNP9 specifies the circumstances in which an Air Quality Assessment will be required and that the appropriate approach is to consider each development on a case-by-case basis as the scale, type and location of a proposal will have a significant bearing on whether it will cause significant risk to air quality and/or will result in an increased number of individuals being exposed to poor air quality.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend’s green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development. Policy DNP8 seeks to ensure that Bridgend’s green infrastructure assets are valued, protected, enhanced and managed through a green infrastructure network. At the landscape scale green infrastructure assets can comprise entire ecosystems such as wetlands, woodlands, heathlands and waterways. At a local scale, it might comprise of parks, fields, footpaths, Public Rights of Way, cycle ways, common land, open access land, allotments, cemeteries, landscaped areas and gardens. At smaller scales, individual urban interventions such as street trees, roadside verges, and green roofs can all contribute to green infrastructure networks. The County supports a wealth of Green Infrastructure assets that together comprise the strategic network, which is set out in the Green Infrastructure Assessment (See Appendix 23). When appropriately planned, designed and managed, green infrastructure has the potential to deliver a wider range of benefits for people and wildlife. By considering the multiple functions that a Green Infrastructure asset can provide simultaneously, it can significantly reduce costs for individuals, businesses and public bodies, whilst enhancing the quality of life and health of residents, workers and visitors to Bridgend.</p>
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<p>not go ahead if it is near an area identified as having poor quality. The Welsh Government will be legislating on air quality, and the authority is advised to ensure it's LDP is future proofed for dealing with the content of this legislation.</p> <p>The LDP should also ensure that it contains provision for green infrastructure, which includes but is not limited to:</p> <ul style="list-style-type: none"> • Electric car charging points • Active travel routes that will realistically happen and are suitable for all to use • Trees by busy roads • Public transport • Locally based public services such as libraries rather than large centralised facilities requiring cars to get to. <p>The education department has acknowledged it cannot cope with the numbers expected from some developments (and many schools have no places now), so the LDP should consider how the educational needs can be met within the context of all proposed developments. There also needs to be an acknowledgement that this has happened because of shoddy development, inadequate S106 agreements, and poor planning. Without admitting these mistakes, they will be repeated.</p> <p>The LDP needs to consider how it can remain flexible enough to take advantage of opportunities for economic development, even if they pose a strain on infrastructure. This means they should consider the impact that development could have on deterring investment from firms who don't want to locate in traffic hotspots.</p> <p>The authority should also consider the impact that broken promises, and the apparent lack of consequences there are for breaching planning conditions, have on public confidence in the planning system and should be consider more robust policies</p>		<p>Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision. Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum. Members of the Education Department have contributed at all stages of the preparation of the Replacement LDP, to ensure that the education needs of proposed new developments could be included in the key requirements of Policies PLA1-5 and factored into the plan wide and site-specific viability appraisals.</p> <p>A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The 2019 Economic Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of Planning Policy Wales and Technical Advice Note 23, justified further in the Employment Background Paper, and set out in Policy SP11.</p> <p>Enforcement of planning conditions and changes to the planning system are not matters for the LDP.</p> <p>The Plan has to be prepared in the context of national legislation and guidance and has to be informed by an evidence base comprising of background papers and other technical documents. The written statement has been written with the aim of being understandable and not too technical or jargonistic but its content must reflect the fact that it is a land use plan. The Plan has been accompanied by an easy read summary leaflet, and the opportunity for telephone calls on an appointment basis where Officers were on hand to help talk interested persons through the Plan, its policies and proposals and how to comment. The Local Development Plan has to be written in a particular style to meet the guidance set out in the LDP regulations manual.</p> <p>The LDP recognises that high streets will continue to change especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>An Urban Capacity Study (UCS) (See Appendix 39) has been prepared which provides an analysis of the potential urban capacity of the County Borough's settlements for housing to evidence the expected small and windfall site allowance rate. The UCS identifies more than sufficient capacity within the proposed settlement boundaries to accommodate this particular component of the housing supply. It serves as a useful resource to developers and SMEs who are seeking to identify potential development opportunities not specifically allocated in the Replacement LDP. The Development Plans Manual (Welsh Government, Edition 3, 2020) identifies a list of urban capacity sources which could be considered within a UCS. Based on local circumstances, the following sources of potential capacity have been analysed to determine their local relevance: Subdivision of existing housing; Empty Homes, previously developed, vacant and/or derelict land and buildings (non-housing); Conversion of commercial buildings; Redevelopment of car parks; Open space surplus to requirements; Intensification of existing housing areas; Land previously allocated for employment uses; Public body disposals; and Vacant space above commercial premises.</p>
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<p>to ensure that planning conditions are adhered to once permission is given.</p> <p>The authority should also be more willing to address the fact that many of the aspirations it has publicly stated on social justice, the environment etc, are incompatible with a planning system rigged in favour of large developers who use the threat of the planning inspector to water down S106 agreements and conditions that mitigate developments. The audit office has highlighted how many authorities have become too risk averse when taking on large developers, and allowed shoddy development through as a result. Instead of being risk averse, the authority should be more willing to stand its ground, and when it loses to the planning inspector should publicise the fact the planning inspectorate is an undemocratic body that regularly makes decisions in the interests of guaranteeing profits for developers over the rights of local communities. This will generate the political momentum for wider changes to be made to the planning system in the interest of the principles outlined above.</p> <p>Hiding behind legalistic and bureaucratic terminology to drive unpopular developments through undermines confidence in the authority as a whole, and the authority should be far more willing to stand up for the people who live here even if it means occasionally losing an appeal to the inspector</p> <p>2. Housing locations – general</p> <p>Overall, there are too many new estates proposed in the LDP. The pandemic has indicated that working from home is a viable option for many, and it is likely that many businesses will be wondering why they bother renting office space when working from home is a viable alternative. As a result, we are likely to see more empty offices, which could provide an alternative source of housing. This would also align</p>		<p>The evidence contained within the UCS identifies the level of capacity across the County Borough’s settlements in both numeric and spatial terms, summarised in Table 10. Many of the sites and sources of urban capacity identified in the Study are located in town and commercial centres, and together with the greater flexibility introduced into the Retail and Town Centre policies of the Replacement LDP, demonstrate scope to accommodate more residential development within these areas.</p> <p>Policies within the Deposit Plan support the regeneration and re-utilisation of empty properties, though this is not a direct function of the LDP. It is one of several mechanisms that can boost the supply of affordable housing</p> <p>As documented in the Candidate Site Assessment (See Appendix 13), the Land East of Pyle site promoter has robustly demonstrated delivery in accordance with the requirements set out in the Development Plans Manual. A detailed plethora of evidence has been provided to the Council to support its delivery, including numerous site investigations and appraisals, masterplans, a viability assessment, a transport assessment and due consideration of s106 requirements, infrastructure and costs. This process has provided a high degree of confidence that the site is realistically deliverable, considering the full plethora of associated development requirements, infrastructure provision and placemaking principles necessary to deliver high-quality new communities. The site-specific viability appraisal has demonstrated that the site can deliver a new pedestrian and cycle bridge over the railway line to provide safe linkages between the site and Pyle. Whilst the potential relocation of Pyle Railway Station to the north of the site would further enhance the site’s sustainability, development is not predicated on this proposal which is still at the feasibility stage. Policy PLA5 ensures that development does not prejudice any future plans.</p> <p>Land to the South of Pencoed is outside of the settlement boundary and not considered a natural or logical extension to the settlement (i.e. it is not physically, functionally and visually related to the existing settlement pattern).</p> <p>Policy PLA8(10) acknowledges that there are significant constraints along the A4063 between Sarn and Maesteg which generate capacity and safety concerns. Appropriate improvements to address these concerns will continue to be pursued and secured through the use of Highway and Planning Agreements where they relate to the impact of new development.</p> <p>The Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore, a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation. Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29). Policy PLA8(3) identifies a need to improve the capacity of the Maesteg to Bridgend railway line to encourage more trips to be made by public transport. Background Paper 13 – Rail Commuter Trips and Infrastructure (See Appendix 53) highlights that Transport for Wales have already introduced refurbished trains on this route, greatly increasing passenger capacity. TfW have further plans to introduce brand new trains in December 2022, with particular emphasis on allowing more room for bikes and pushchairs. In addition, feasibility work is already well progressed to explore the potential of increasing service frequency on the line.</p>
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<p>with town centre regeneration, with a consensus that town centres should have a mix of housing, retail and leisure.</p> <p>The LDP should thus propose meeting part of its housing requirement from converting empty offices and shops into housing.</p> <p>The town centre is also an ideal location for housing, as it already has the necessary infrastructure to support communities</p> <p>Similarly, with around 1,200 empty properties, and the empty properties officer diverted away from this role due to the pandemic - the LDP should consider how a strengthened empty properties strategy (for example one that imposed punitive council taxes on empty homes) could provide a significant housing source.</p> <p>The proposed large development for Pyle will – in the absence of significant investment in rail infrastructure – result in increased motorway traffic which will have a knock on effect on communities near other junctions. It is unlikely that the necessary rail infrastructure needed for this estate will be delivered in the foreseeable future, so this site should be removed from the LDP</p> <p>South of Pencoed/Coychurch appears to be an under-explored area for development, this area would have good access to the M4 and A48, the rail station in Pencoed, and avoid placing pressure on Valleys Gateway.</p> <p>3. Housing - Valleys Gateway</p> <p>I am pleased the authority finally recognises that Valleys gateway does not have the infrastructure to support more housing. However, existing developments will continue to put that infrastructure under strain.</p> <p>The LDP states that there will be “Unspecified improvements to the A4063 between Tondy and Maesteg” – this needs more detail and wider consultation so the</p>		<p>In terms of the provision of GP surgeries and medical facilities, the Council has engaged with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>Policy PLA8(10) acknowledges that there are significant constraints along the A4063 between Sarn and Maesteg which generate capacity and safety concerns.</p> <p>Aberkenfig is classed as a District Centre in the Retail Hierarchy set out in Policy SP12. As such it is seen as a hub of socio-economic activity and an appropriate location for new retail, leisure and supporting commercial development. Opportunities will be sought to regenerate and improve the retail environment of all centres identified in the hierarchy, including improvements to access by all modes of transport, prioritising walking, cycling and public transport.</p>
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	<p>problems of traffic throughout Valleys Gateway are addressed rather than narrowly focused on the A4063. There needs to be a joined-up approach using all the various sources of finance to find a solution for the whole area.</p> <p>It is also disappointing that despite acknowledging this lack of infrastructure, the LDP proposes housing developments further up the valley – just where exactly does the authority expect the traffic to go through on its way to the motorway?</p> <p>Although there are no new proposed developments, the existing developments are yet to be completed. I would request the LDP considers how the Valleys Gateway can accommodate such development without requiring the proposed link road (environmentally damaging and won't achieve anything), can incorporate it with alternatives that work for the community, and considers the requirements for more health service infrastructure.</p> <p>Road Safety must also be addressed on the A4063.</p> <p>Bridgend Road in Aberkenfig should be considered a high street offering retail and hospitality, and supported as such. Our restaurants attract people from all over South Wales, who find a lack of facilities when they arrive. We need better road safety, safer walking routes from Sarn train station, public toilets re-opened etc.</p> <p>Coytrahen has been previously designated as a rural area where development is not permitted – I support the continued designation of Coytrahen as a rural area.</p>		
148 5	<p>In conclusion, I submit all of the following / above comments for your due deliberations within the new LDP context and thank you for the time and effort already expended by the Team and Department on this highly complex review. Please see separate attachments.</p>	No changes	

<p>132</p>	<p>Porthcawl Town Council (PTC) are concerned with the consultation process currently being undertaken by Bridgend County Borough Council (BCBC) with regards to the Local Development Plan.</p> <p>PTC do not believe that a substantial percentage of the County Borough of Bridgend Welsh Government target for new housing should be met by converting Salt Lake and Sandy Bay into housing estates, PTC do agree however that some housing should be included on both sites.</p> <p>The LDP is a powerful tool in terms of driving regeneration of all communities across the Borough and in this sense, too much notice is given to where developers might want to build houses and not to where people want to live. New housing is a powerful economic driver.</p> <p>Sea facing houses are going to be expensive because developers will see that as a premium they can recoup. What percentage will be taken up by speculators, buy to let, downsizers or holiday home</p>	<p>Objection to growth & spatial strategy.</p> <p>Site specific comments relating to Policy PLA1 Porthcawl Waterfront Regeneration site.</p>	<p>The rationale for the Growth Strategy is detailed within the Strategic Growth Options Background Paper.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth is proposed to be appropriately directed towards the Settlements of Bridgend, Porthcawl, Pencoed and with the grouped Settlement of 'Pyle, Kenfig Hill and North Cornelly'.</p> <p>The basis for this strategy is detailed within the Spatial Strategy Background Paper and it is considered the best option to align with the Vision and also the Key Issues, Drivers, Strategic Objectives and Specific Objectives the Replacement LDP is seeking to address. The Strategy is considered most conducive to accommodating the level of growth identified in the Strategic Growth Options Background Paper and also delivering this growth through sustainable patterns of development that accord with the Planning Policy Wales' placemaking principles. It will maximise affordable housing delivery in high-need areas, promote viable sustainable development, enable delivery of significant remaining brownfield sites in accordance with the site search sequence and seek to minimise pressure on BMV agricultural land, subject to site-specific assessment.</p> <p>Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>Before being 'rolled forward' into the Deposit Plan, Porthcawl Waterfront was subject to robust re-assessment of its sustainability, deliverability and viability credentials in the same manner as all other candidate sites. There has been a substantial change in circumstances to demonstrate the site can be delivered over the Replacement LDP period, as indicated within the housing trajectory. The Council has now purchased and has total control over Phase 1 (Salt Lake), coastal defence works are progressing on site and are due to be completed by the end of 2022. Partnership options are currently being explored in order to bring forward development, initial work has commenced in relation to procurement mechanisms and a formal procurement exercise is scheduled to commence shortly. Phase 2 (Sandy Bay / Coney Beach) is being jointly promoted by the Council and a private owner and a significant majority of the site is not reliant on coastal defence works to come forward. A land-owners agreement is in place, a disposal strategy is being finalised and the site is likely to be brought to the market shortly.</p> <p>Porthcawl Town Council's site-specific comments are noted. Strategic Site Policy PLA1 'Porthcawl Waterfront' details the site-specific requirements including placemaking principles and masterplan development requirements, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. In essence, this policy sets out the Council's expectations for the development of this site (albeit at a strategic level). Proposals for the Waterfront Regeneration site will be developed further as part of the 'Placemaking Strategy' that represents a form of sub area masterplanning</p>
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<p>ownership. Every new development along the seafront in Porthcawl has seen a substantial percentage swallowed up by absent landlords.</p> <p>For the proposed new housing estates of Salt Lake and Sandy Bay to work this would mean for improvements to the current infrastructure of Porthcawl and PTC feel it is madness to drive a new road through the rear of Griffin Park, losing the current Tennis Court which now has a thriving Tennis School and losing some of the green useable space in Porthcawl.</p> <p>As is stands the proposal is to rely on bringing in all the traffic down the dual carriageway, to do away with parking at Salt Lake and Dock Street. PTC are aware that one of the consultants who have contributed to the proposals in the past have suggested that the dual carriageway should become a single lane on one side and convert the redundant carriageway on the South Road Town exit sign to diagonal car parking. This would provide parking for a huge number of visitors and also solve the ongoing problem of speeding cars and motorbikes currently causing havoc for residents.</p> <p>If BCBC really wanted to show ambition you should consider the opportunity for the road layout to change to enable Station Hill to become part of the Town again.</p> <p>At part one of the process the following candidate sites were put forward for consideration:</p> <p>Ref Nr</p> <p>207.C1 Moor Lane (Land at) Residential Nottage</p> <p>221.C2 Zig Zag Lane Residential Newton / Porthcawl East</p>	<p>Support for recommendations in the Candidate Site Assessment.</p>	<p>supported by illustrative design material and will provide a coherent basis for guiding development securing future funding, attracting investors and delivering a comprehensive range of regeneration projects. Public engagement events are being facilitated by Austin-Smith: Lord. In addition, any future development proposals for this site will be subject to a formal planning application also providing opportunity for further public consultation.</p> <p>Comments noted. The final selection of proposed allocations, and accompanying justification, is provided in the Candidate Site Assessment.</p>
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<p>278.C1 Westfield Crescent (Land end of) Residential Nottage</p> <p>278.C2 West Road (land off) Residential Nottage</p> <p>289.C1 Cae Canol (Land to North of) Residential Nottage</p> <p>311.C1 West Road (Land West of) Residential Nottage</p> <p>312.C1 Danygraig Avenue (Land East of) Residential Newton</p> <p>345.C1 Cypress Gardens (Land to the North & East of) Residential Newton</p> <p>352.C55 Cypress Gardens (Playing Fields) Residential and Recreation (Change Settlement Boundary) Newton</p> <p>352.C56 Heol y Goedwig (Land at) Recreation / Residential Porthcawl East Central</p> <p>BCBC declined to consider the sites listed above at part one of the LDP process and PTC fully support and endorse that decision.</p> <p>With regards to the consultation process itself, PTC have concerns that the correct process has not been followed.</p> <p>The Code of Conduct on Consultation states the following seven points of criteria must be met, for a consultation to be fulfilled.</p> <ol style="list-style-type: none"> 1. When to consult – Formal consultation should take place at a stage when there is scope to influence the policy outcome. 2. Duration of the consultation exercises – Consultations normally last <u>at least</u> 12 weeks with consideration given to longer timescales where feasible and sensible. 	<p>Objection to the Deposit Plan consultation.</p>	
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<p>3. Clarity of scope of impact – Consultation documents should be clear about the consultation process, what is being proposed, the scope of the influence and the expected costs and benefits of the proposal.</p> <p>4. Accessibility of consultation exercises – Consultation exercises should be designed to be accessible to, and clearly targeted at, those people the exercise is intended to reach.</p> <p>5. The burden of consultation – Keeping the burden of consultation to a minimum is essential if consultations are to be effective and if consultees buy in to the process is to be obtained.</p> <p>6. Responsiveness of consultation exercises – Consultation responses should be analysed carefully and clear feedback should be provided to participants following the consultation.</p> <p>7. Capacity to consult – Officials running consultations should seek guidance in how to run an effective consultation exercise and share what they have learned from the experience.</p> <p>The reasons detailed below explain why PTC feel that correct consultation process has not been followed.</p> <p>1. When to consult - We do not believe that the consultation is being conducted at a stage where consultees have the ability to influence the outcome of the Local Development Plan.</p> <p>2. Duration of the consultation exercise - BCBC have stated the pandemic as a reason not to engage</p>		<p>In response to concerns raised over the Council not complying with its 'code of conduct for consultation' it is important to acknowledge that Local Development Plan consultations are governed by the Local Development Plan Regulations (2005) and Delivery Agreement approved by both Council and Welsh Government. For the avoidance of doubt, Officers can confirm the LDP consultation has been carried out in accordance with the Local Development Plan Regulations (2005) and Delivery Agreement.</p> <p>Regulation 17 of the Local Development Plan Regulations (2005) requires the Council to publish its Deposit Draft for public inspection and consultation prior to submitting the Replacement Local Development Plan to Welsh Government. The Deposit Plan contains the strategy, policies and allocations, supported by relevant background evidence. The Deposit Plan will shape and guide development proposals to sustainable locations</p>
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	<p>in meaningful consultation, therefore we feel it should have been considered if this was indeed the right time to consult. Due to the restrictions of the pandemic more thought should have been given to:</p> <ul style="list-style-type: none"> • The duration of the consultation • A more thoughtful and user friendly survey document • Methods of being able to safely access the document and support provided for diverse groups within the community. <p>There were minimal attempts to share the information or to raise awareness. There were only social media posts, one newspaper advert and an information poster sent to the Council for this to be displayed in the Town Councils notice board.</p>		<p>to deliver the scale and type of growth necessary for local community wellbeing over the plan period. The Deposit Stage of LDP preparation provides an opportunity for all stakeholders to comment on both the policies and sites proposed. All members of the public are invited to submit formal representations, these can include requests to amend allocation boundaries, or propose the deletion or addition, of new sites.</p> <p>Bridgend CBC did <u>not</u> state '<i>the pandemic as a reason not to engage in meaningful consultation</i>'.</p> <p>LDP preparation is bound by a Delivery Agreement and Community Involvement Scheme. This was revised in October 2020 in light of the impacts of the pandemic. Historically, LDP consultation periods have involved 'drop-in sessions' in libraries, leisure centres and other public facing buildings. When still in a period where Covid restrictions are continually evolving, it was not deemed appropriate to book public exhibition venues for public drop-in sessions. Such venues need to be booked well in advance and the dates / times would need to be advertised at the start of the consultation period. Reliance on this method of consultation could risk jeopardising the effectiveness of the consultation if (for example) restrictions were altered, venues were no longer able to accommodate such sessions and officers would have to cancel scheduled public exhibitions. For purposes of deposit consultation, therefore, Council and Welsh Government recognised the need to make greater use of virtual meetings; social media; digital communication; web-based consultation tools; one to one telephone appointments; dissemination of hard copies to individuals; and remote internal and external agencies to assist with community meetings and engagement during a period of lasting restrictions. <u>In addition, a longer consultation period (8 weeks, rather than the statutory 6-week period) was approved for these reasons.</u></p> <p>One of the key aims of the Replacement LDP is to ensure plan production is based on effective community involvement. This is to ensure a range of views can be considered as part of a process of building a wide consensus on the Replacement LDP's strategy and policies. A number of consultation methods have been and are being used to ensure efficient and effective consultation and participation, in accordance with the Community Involvement Scheme. These methods include:</p> <ul style="list-style-type: none"> • A Legal Notice was placed within the Glamorgan Gazette on 3rd June 2021 • The package of consultation documents was made available online via Bridgend County Borough Council's Website (www.Bridgend.gov.uk/ldpconsultation). Respondents can complete an electronic survey online to make a formal representation. • Printed reference copies were placed within public facing Council buildings, including every library in the County Borough (fixed and mobile), subject to social distancing guidelines. The reference copies were also available to view at the Council's Civic Offices in Angel Street, Bridgend, although by appointment only as the offices had not yet re-opened to the public. Hard copies of the survey form were made available at these locations for members of the public to complete by hand. • Dissemination of hard copies of information to individuals. Members of the public were able request a copy of the survey by post to complete by hand (free of charge). • Every individual and organisation on the LDP Consultation Database was notified by letter or email (depending on their preference) to inform them of the availability of the Deposit Consultation.
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	<p>3. Clarity of scope and impact - Consultation exercises should be clear about the scope of the exercise. The Local Development Plan as by definition is 'The plan for the future development of the local area drawn up by the local planning authority in consultation with the local community. When the plan was being drawn up there was no meaningful consultation with the community and perhaps the title 'feasibility study' would be more appropriate.</p>		<p>Approximately 500 representors were contacted, provided with details of how to access the package of consultation documents and how to respond. As the consultation progressed, additional representors were informed of and added to the database upon request.</p> <ul style="list-style-type: none"> • Planning Aid Wales were commissioned by the Council to run remote engagement events for all Town and Community Councils in Bridgend County Borough. • A comprehensive social media plan was devised and implemented. A series of social media posts were released periodically on Facebook, LinkedIn and Twitter. They drew attention to different thematic areas / parts of the County Borough throughout the consultation period. • Planning Officers presented the consultation remotely to established working groups, including the Bridgend Community Cohesion and Equalities Forum and Youth Forum. • In place of face-to-face public drop in sessions, representors were able to book one to one telephone appointments with planning officers to discuss any queries/concerns they may have. • Posters were sent to all Town and Community Councils to display on their notice boards (this was requested by some Town and Community Councils). • Members of the public and other stakeholders were able to submit their representations in writing or via email. <p>The consultation period ran from Tuesday 1st June until Tuesday 27th July in accordance with the LDP Delivery Agreement and Community Involvement Scheme. Approximately 1,300 formal responses were received. This is in addition to hundreds of emails and phone calls that Planning Officers have dealt with hitherto. This demonstrates how well the consultation methods worked.</p> <p>Regulation 15 of the LDP Regulations required the Council to publish its pre-deposit proposals (Preferred Strategy) for public inspection and consultation before finally determining the content of its LDP for Deposit. The Preferred Strategy was published in September 2019 (for a period of six weeks), representing the completion of a period of pre-deposit plan preparation and engagement, which has clearly influenced its development. The Preferred Strategy provided the strategic context for the preparation of more detailed policies, proposals and land use allocations that were subsequently included in the Deposit LDP. Porthcawl Town Council participated in the Preferred Strategy consultation as evidenced in the Preferred Strategy Consultation Report presented in to Council.</p> <p>The response form was designed in consultation with the Councils 'Communication Team' to ensure it was user-friendly. In addition, an easy-read summary document was prepared to assist members of the public and other stakeholders. The Deposit Plan does not have a crystal mark from the Plain English Campaign, however, it has been prepared in accordance with the LDP Regulations and Development Plans Manual prepared by Welsh Government.</p>
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<p>The response survey document is not clear. The most learned of constituents have experienced extreme difficulty in completing the survey. BCBC has been awarded the Crystal Mark from the Plain English Campaign. Has the Local Development Plan Consultation document, been reviewed, clarified and Crystal Marked approved by the campaign?</p> <p>There is no other method to present views and have them considered and counted other than completing the given survey document. PTC feel that residents should be able to submit a response in writing or via e-mail should they wish to.</p> <p>No consideration has been given to diverse groups. PTC feel that the following groups should have given consideration and support.</p> <ul style="list-style-type: none"> • Youth members of the community who now due to the local government and elections act 2021 have the right to vote. • The elderly who may not be computer literate, but wish to have a say for future generations. • Groups who may experience learning difficulties and find the information is targeted at the academic population. • Groups who may have a physical disabilities which would require another format of the survey such as braille. <p>4. Accessibility of consultation exercise - It is essential that interested parties are identified early in the process so that the consultation can be designed and targeted accordingly. When consultations need to reach a diverse audience, several</p>		<p>Members of the public and other stakeholders were able and indeed submit representations in writing or via email. The consultation webpage clearly stated that alternative forms of submitting representations would be acceptable.</p> <p>Planning Officers presented the consultation remotely to established working groups, including the Bridgend Community Cohesion and Equalities Forum and Youth Forum.</p> <p>The Deposit Plan consultation document and webpage clearly detailed how to participate and comment.</p>
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<p>approaches may be required. In the consultation document it should be stated what ways are available for people to participate and how exactly to get involved.</p> <p>Key groups have been excluded from this process. There have been offers to visit the Council Office to explain to individuals what the LDP means and for people to ask questions, however that offer has since been withdrawn stating that Covid regulations do not allow public meetings to be held, a statement we find confusing considering the latest update from Welsh Government that states indoor organised activities can take place for 1000 standing or 200 seated.</p> <p>A standard table of information has only just been provided following a complaint with two weeks of the consultation remaining.</p> <p>5. The burden of consultation – Not applicable at this stage.</p> <p>6. Responsiveness of the consultation exercise – Not applicable at this stage.</p> <p>7. Capacity to consult – It is noted that complaints have been considered and attempts to rectify have been made by the MP Dr Jamie Wallis, who in the last two weeks of the consultation has set up surgery's and meetings to engage people in the process.</p> <p>It for the reasons cited above that PTC are requesting an extension to the current consultation.</p> <p>We would also like to enquire if an impact equality assessment has been conducted on the proposed changes contained within the LDP.</p>		<p>LDP preparation is bound by a Delivery Agreement and Community Involvement Scheme. This was revised in October 2020 in light of the impacts of the pandemic. Historically, LDP consultation periods have involved 'drop-in sessions' in libraries, leisure centres and other public facing buildings. When still in a period where Covid restrictions are continually evolving, it was not deemed appropriate to book public exhibition venues for public drop-in sessions. Such venues need to be booked well in advance and the dates / times would need to be advertised at the start of the consultation period. Reliance on this method of consultation could risk jeopardising the effectiveness of the consultation if (for example) restrictions were altered, venues were no longer able to accommodate such sessions and officers would have to cancel scheduled public exhibitions. For purposes of deposit consultation, therefore, Council and Welsh Government recognised the need to make greater use of: virtual meetings; social media; digital communication; web-based consultation tools; one to one telephone appointments; dissemination of hard copies to individuals; and remote internal and external agencies to assist with community meetings and engagement during a period of lasting restrictions. <u>In addition, a longer consultation period (8 weeks, rather than the statutory 6-week period) was approved for these reasons.</u></p> <p>In place of face to face public drop in sessions, representors were able to book one to one telephone appointments with planning officers to discuss any queries/concerns they may have. Printed reference copies were placed within public facing Council buildings, including every library in the County Borough (fixed and mobile), subject to social distancing guidelines. The reference copies were also available to view at the Council's Civic Offices in Angel Street, Bridgend, although by appointment only as the offices had not yet re-opened to the public. Hard copies of the survey were also made available at these locations for members of the public to complete by hand.</p> <p>For the reasons outlined above it was not considered necessary for the consultation period to be extended. It is reiterated that <u>a longer consultation period (8 weeks, rather than the statutory 6 week period) was approved for these reasons.</u></p> <p>An Equities Impact Assessment was prepared to support the Deposit Plan and was made available to view on the consultation webpage.</p>
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	It is hoped that moving forward there will be more engagement with the Town Council and its members with regards to all matters concerning Porthcawl.		Comments noted. It is reiterated that Planning Aid Wales were commissioned by the Council to run engagement events at the Preferred Strategy stage and remote engagement events for all Town and Community Councils in Bridgend County Borough for the Deposit Plan.
131	no	No changes proposed	Comments noted.
71	Should the closure of the railway line in Pencoed will the moratorium on building work in and around Hendre be lifted ?	Query regarding the Pencoed Moratorium	<p>In terms of the moratorium, Background Paper 16: Development West of the Railway Line, Pencoed, makes use of several recent studies focussed on the highway network in Pencoed to determine the requirement for the existing moratorium on development, as prescribed by Policy PLA6 in the Bridgend Local Development Plan, to be retained in the emerging replacement Local Development Plan 2018 to 2033. It has been identified that significant assessment has been undertaken into developing a solution which is likely to require major interventions to include the closure of the Hendre Road level crossing as well as a replacement Penprysg Road bridge with significantly improved capacity and active travel infrastructure. However, the available solutions are subject to many constraints which would need to be overcome through further assessment and design and will require collaboration of several statutory undertakers. There are also restrictions in terms of funding, with no existing guarantees that the required costs for major intervention can be met over the replacement plan period. It is therefore concluded that the existing development moratorium in Pencoed should be retained within the revised Local Development Plan 2018-2033 until a suitable transport intervention materialises.</p> <p>The Council is currently carrying out an initial public consultation on the Pencoed level crossing and Penprysg road bridge, of which will allow members of the public and other stakeholders to voice their views and/or concerns.</p>
69	The Deposit Replacement Local Development Plan (LDP) notes that Pencoed is a settlement for the logical expansion of under-utilised sites and is a sustainable growth area. The town has been identified as a sustainable growth area based on accessibility, amenities and employment opportunities. The land east of Pencoed has been identified as a location for 770 residential units including affordable housing; a new 1.5 form entry primary school and nursery facility; outdoor recreational facilities as well as active travel routes and community facilities. It will be essential that Pencoed Town Centre undergoes significant regeneration with sufficient amenities and facilities to accommodate an increase in population. Concerns were also expressed by residents about whether or not Pencoed has sufficient capacity at healthcare facilities such as GPs and Dental Surgeries to accommodate an increase in population? Furthermore, it is regrettable that there hasn't been a decision made on whether or not the new primary	Comments regarding Strategic Allocation PLA4: Land East of Pencoed, amenities and facilities within Pencoed, health care facilities, primary school, Moratorium & trains platform edge	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated</p>

<p>school will be an English or Welsh language medium school. I would encourage a preference for a Welsh language medium primary school which would resolve issues relating to access to Welsh language education in the east of the County Borough and this would also alleviate potential pressure and capacity issues on English language medium secondary education at Pencoed Comprehensive School if there is to be a significant influx in the population. With regards to the comments on the moratorium on development to the West of the railway crossing, it is suggested in the Draft LDP that this moratorium would remain in place and that there would be no increase in net vehicular movements to the West of Pencoed. However, there is an ambition to close the railway crossing and replace the existing Penprysg Road Bridge. A significant majority of residents have expressed the view that the moratorium on development in the existing Hendre ward of Pencoed should remain in place for the plan period regardless of whether or not the Penprysg Road Bridge is replaced. Furthermore, residents were keen on ensuring that the congestion issues which currently exist in the town centre are not simply moved to another location in Pencoed and that the bottleneck on Hendre Road due to the narrowing of the road doesn't cause further issues. It is therefore suggested that Hendre Road is widened in an appropriate location. When the railway crossing is closed, resolving the separation of the community of Pencoed, consideration should also be given to how the platforms for train travel can be improved to resolve the current issue whereby there is a huge gap between trains and the platform edge. However, in broad terms, I welcome the suggestion that Pencoed railway crossing is closed and a new Penprysg Road Bridge is constructed. I believe that it will offer an opportunity for community regeneration around the Cenotaph which would be a welcome development, creating a focal point for the town and encourage commercial investment in the town centre. I</p>		<p>development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 219.C1 was considered as appropriate for allocation.</p> <p>As part of the proposed allocation of Land East of Pencoed, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA4 – Page 75). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new 1.5 form entry primary school, recreation facilities, public open space, plus appropriate community facilities and commercial uses.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced. The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>In terms of health, the Council has also been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations with the Deposit Plan progress.</p> <p>In relation to education, should PLA4: Land East of Pencoed development be adopted within the new Local Development Plan, a decision on language type for the primary provision (ie whether the school is Welsh or English-medium) would be undertaken in due course.</p> <p>In terms of the moratorium, Background Paper 16: Development West of the Railway Line, Pencoed, makes use of several recent studies focussed on the highway network in Pencoed to determine the requirement for the existing moratorium on development, as prescribed by Policy PLA6 in the Bridgend Local Development Plan, to be retained in the emerging replacement Local Development Plan 2018 to 2033. It has been identified that significant assessment has been undertaken into developing a solution which is likely to require major interventions to include the closure of the Hendre Road level crossing as well as a replacement Penprysg Road bridge with significantly improved capacity and active travel infrastructure. However, the available solutions are subject to many constraints which would need to be overcome through further assessment and design and will require collaboration of several statutory undertakers. There are also restrictions in terms of funding, with no existing guarantees that the required costs for major intervention can be met over the replacement plan period.</p>
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<p>welcome proposals to expand the Park & Ride facility which would encourage travel via public transport but there were comments from residents that the bus network ought to be improved so it is a welcome development that there is a commitment in the LDP to improve the existing bus network. Finally, I welcome the LDP proposals for the provision of a natural greenspace at Heol Wastad-Waun and the proposals for 24 units at the site of the former RAOB Club in Pencoed.</p>		<p>It is therefore concluded that the existing development moratorium in Pencoed should be retained within the revised Local Development Plan 2018-2033 until a suitable transport intervention materialises. In terms of the train's platform edge, such suggestions are beyond the scope of the LDP, and will require the involvement of other internal and external departments to deliver. The Council is currently carrying out an initial public consultation on the Pencoed level crossing and Penpyrsg road bridge, of which will allow members of the public and other stakeholders to voice their views and/or concerns.</p> <p>Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough (such as Pencoed District Centre) as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve.</p> <p>As part of the technical supporting evidence base the Council have prepared a Retail Study (See Appendix 16) of which sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform policies and site allocations. Additionally, the Council have also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The 2019 Retail Study already identified a shift in commuter spending habits and online shopping, which the pandemic has accelerated. The LDP recognises that high streets will continue to change especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p>
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